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Date: 07/17/2007

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

Cessna 500, Series Citations
CE-500, CE-501, CE-550, CE-551, CE-S550, CE-560

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HIGHLIGHTS OF CHANGE

Cover page updated to remove CE-552.

Revised definitions to revision 11 IAW PL-25 revision 13.

Revised (O) & (M) Guidelines.

ATA 21-1 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-2 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-3 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-4 Added applicability, and requirement for (O) procedure.

ATA 21-5 Revised applicability, revised relief available, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-7 Revised applicability, revised relief available, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-8 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-9 Revised relief title, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-10 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 21-13 Revised relief title, and revised Remarks and Exceptions.

ATA 21-14 Revised applicability, added requirement for (O) or (M) procedure, and revised Remarks and Exceptions.

ATA 21-15 Revised relief title, and added requirement for (O) procedure.

ATA 21-18 Revised Remarks and Exceptions.

ATA 21-19 Revised relief title, and applicability.

ATA 21-20 Revised relief title, applicability, added requirement for (O) procedure, and revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

ATA 21-21 Added "****" for if installed.

ATA 21-24 Revised (O) procedure guideline and revised Remarks and Exceptions.

ATA 22-1 Revised Remarks and Exceptions, and added RVSM note.

ATA 22-2 Revised Repair Category, revised Remarks and Exceptions, and added RVSM note.

ATA 22-3 Changed Number Installed to a dash.

ATA 22-4 Revised relief, revised Remarks and Exceptions, and added RVSM note.

ATA 22-5 Revised relief title.

ATA 22-6 Changed Number Installed to a dash, and revised Remarks and Exceptions.

ATA 22-7 Revised Remarks and Exceptions.

ATA 23-1 Revised Remarks and Exceptions.

ATA 23-2 Revised applicability, and revised Remarks and Exceptions.

ATA 23-3 Revised relief category, and revised Remarks and Exceptions.

ATA 23-4 Added "****" for if installed, and revised Remarks and Exceptions.

ATA 23-5 Revised IAW PL-29 revision 4.

ATA 23-6-1) Revised relief title.

ATA 23-7 Revised relief title.

ATA 23-8 Revised Remarks and Exceptions.

ATA 23-9 Added "****" for if installed.

ATA 23-10 Revised relief title.

ATA 23-12 Revised Number Required for Dispatch, and revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

ATA 23-13 Added "****" for if installed.

ATA 23-14 Revised Remarks and Exceptions.

ATA 23-15 Added "****" for if installed, and revised applicability.

ATA 23-16 Moved from ATA 25, and updated IAW PL-120 revision 0.

ATA 24-2 Added requirement for (M) procedure, and revised Remarks and Exceptions.

ATA 24-3 Revised relief title, revised Repair Category, and revised Remarks and Exceptions.

ATA 25-1 Revised Remarks and Exceptions.

ATA 25-2 Revised Repair Category, added relief for Tracking Mechanism, and Revised Remarks and Exceptions.

ATA 25-5 Deleted and moved to ATA 23.

ATA 25-6 Revised IAW PL-116 revision 0.

ATA 25-7 Revised Remarks and Exceptions.

ATA 25-8 Revised relief title, revised relief available, and revised Remarks and Exceptions.

ATA 25-9 Added "****" for if installed, and revised relief title.

ATA 25-10 Revised relief title.

ATA 25-11 Revised relief title, revised relief available, added "****" for if installed, and revised Remarks and Exceptions.

ATA 25-12 Revised Remarks and Exceptions.

ATA 25-13 Added relief.

ATA 26-2 Deleted relief.

ATA 27-1 Relief reinstated and revised.

ATA 27-2 Deleted and moved to ATA 31-5.

ATA 27-3 Deleted and moved to ATA 31-5.

HIGHLIGHTS OF CHANGE

ATA 27-4 Deleted relief.

ATA 27-6 Revised Number Installed, and revised Remarks and Exceptions.

ATA 27-7 Revised relief title, revised Number Installed, changed (O) procedure to an (M) procedure, and revised Remarks and Exceptions.

ATA 27-8 Added relief expiration date.

ATA 27-9 Added relief expiration date.

ATA 28-1 Revised Remarks and Exceptions.

ATA 28-2 Revised Repair Category, number required for dispatch, and revised Remarks and Exceptions.

ATA 28-3 Revised Remarks and Exceptions.

ATA 28-5 Revised relief title, and applicability.

ATA 28-6 Added "****" for if installed, revised relief title, added relief expiration, and added requirement for (O) procedure.

ATA 29-1 Revised relief title.

ATA 29-2 Added relief.

ATA 30-1 Revised relief title, revised relief available, and revised Remarks and Exceptions.

ATA 30-2 Revised Remarks and Exceptions.

ATA 30-5 Revised relief title, revised Number Installed to a dash, revised Number Required to a dash, revised Remarks and Exceptions, and added RVSM note.

ATA 30-6 Deleted and combined with ATA 30-5.

ATA 30-7 Deleted and combined with ATA 30-8.

ATA 30-8 Revised Number Installed to a dash, revised Number Required to a dash, revised Remarks and Exceptions, and added RVSM note.

HIGHLIGHTS OF CHANGE

ATA 30-9 Revised relief title, revised applicability, revised Number Installed, revised Number Required for Dispatch, and revised Remarks and Exceptions.

ATA 30-10 Revised relief title, and revised Remarks and Exceptions.

ATA 30-11-1) Deleted and moved to ATA 33-22.

ATA 30-11-2) Revised applicability.

ATA 30-12 Revised relief title, revised Number Installed, removed requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 30-13 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 31-1 Updated IAW PL 87 revision 8.

ATA 31-3 Added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 31-4 Revised applicability.

ATA 31-5 Revised relief title, revised applicability, revised relief available, and revised Remarks and Exceptions.

ATA 31-6 Deleted and moved to ATA 31-5.

ATA 31-7 Revised relief title, and revised Remarks and Exceptions.

ATA 31-8 Revised Remarks and Exceptions.

ATA 31-9 Added relief.

ATA 31-10 Added relief.

ATA 32-1 Deleted relief.

ATA 32-2 Revised applicability.

ATA 32-4 Added relief expiration date.

ATA 32-5 Added relief expiration date.

HIGHLIGHTS OF CHANGE

ATA 32-6 Added relief expiration date.

ATA 33-1 Revised Repair Category, and revised Remarks and Exceptions.

ATA 33-2 Revised relief title, revised Number Installed, and revised Remarks and Exceptions.

ATA 33-3 Revised applicability, revised relief available, and revised Remarks and Exceptions.

ATA 33-5 Revised applicability, revised relief available, and revised Remarks and Exceptions.

ATA 33-6 Revised applicability, revised relief available, and revised Remarks and Exceptions.

ATA 33-9 Revised Remarks and Exceptions.

ATA 33-12 Revised relief title, and revised Remarks and Exceptions.

ATA 33-15 Added "****" for if installed, and revised Remarks and Exceptions.

ATA 33-18 Deleted and combined with ATA 33-2.

ATA 33-19 Revised Remarks and Exceptions.

ATA 33-22 Moved from ATA 30-11-1), and revised relief.

ATA 34-1 Revised relief title, and revised relief available.

ATA 34-2 Revised relief title.

ATA 34-4 Revised Repair Category.

ATA 34-8 Revised IAW PL-76 revision 4, and added RVSM note.

ATA 34-9 Revised relief title, and revised relief available.

ATA 34-10 Revised relief category, and revised Remarks and Exceptions.

ATA 34-11 Revised relief title, revised applicability, revised relief category, revised Remarks and Exceptions, and added RVSM note.

ATA 34-12 Revised relief title, revised Number Installed, and added RVSM note.

HIGHLIGHTS OF CHANGE

ATA 34-12-1) Deleted and combined with ATA 34 item 28.

ATA 34-13 Revised relief title, revised relief available, and revised Remarks and Exceptions.

ATA 34-15 Revised relief title, revised Number Installed, and revised Remarks and Exceptions.

ATA 34-16 Revised relief title, revised applicability, and revised Remarks and Exceptions.

ATA 34-17 Revised relief title, revised applicability, revised relief available, and revised Remarks and Exceptions.

ATA 34-18 Revised Remarks and Exceptions.

ATA 34-19 Revised IAW PL-32 revision 7.

ATA 34-20 Deleted (to match revision 6), and combined with ATA 34 item 19.

ATA 34-21 Revised IAW PL-54 revision 10.

ATA 34-22 Added "****" for if installed.

ATA 34-23, Revised applicability, and revised Remarks and Exceptions.

ATA 34-27 Revised Remarks and Exceptions.

ATA 34-28 Revised relief available.

ATA 34-29 Deleted relief.

ATA 34-29-1) Deleted relief.

ATA 34-30 Revised relief title, and revised applicability.

ATA 34-30-1) Revised Remarks and Exceptions.

ATA 34-30-3) Revised Remarks and Exceptions.

ATA 34-32-1) Deleted relief.

ATA 34-32-2) Added "****" for if installed, and revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

ATA 34-33 Revised applicability.

ATA 34-34 Added relief.

ATA 35-1 Revised relief available.

ATA 35-2 Revised relief title, revised Repair Category, revised relief available, and revised Remarks and Exceptions.

ATA 35-3 Added relief.

ATA 35-4 Added relief.

ATA 38-2 Revised relief available, and revised Remarks and Exceptions.

ATA 52-1-1) Revised relief title, and revised Remarks and Exceptions.

ATA 52-1-2) Added relief expiration date.

ATA 52-1-3) Added relief expiration date.

ATA 52-1-5) Deleted relief.

ATA 52-2 Revised relief title, revised applicability, added relief expiration date, and revised Remarks and Exceptions.

ATA 52-3 Deleted relief and combined with ATA 52-2.

ATA 52-4 Revised relief available, added requirement for (O) procedures, and revised Remarks and Exceptions.

ATA 52-5 Revised relief title, revised relief available, and revised Remarks and Exceptions.

ATA 52-6 Revised relief title, revised applicability, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 52-7 Revised applicability, added requirement for (O) procedure, and revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

ATA 52-8 Revised applicability, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 52-9 Revised relief title, revised applicability, revised relief available, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 52-10 Revised relief title, revised applicability, added requirement for (O) procedure, and revised Remarks and Exceptions.

ATA 73-1 Removed "****" for if installed, and revised applicability.

ATA 73-3 Deleted relief.

ATA 74-1 Revised relief title, revised applicability, and revised Remarks and Exceptions.

ATA 77-1 Revised applicability, and revised Remarks and Exceptions.

ATA 77-2 Revised relief title, and revised applicability.

ATA 77-3 Added relief.

ATA 78-1 Added "****" for if installed, and removed note.

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1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS of fault alerting are applicable to the 500 series Citation Aircraft.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

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25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

DEFINITIONS

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (06/14/1989)			

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

Guidelines for (O) & (M) Procedures

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

21-1	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-2	(O) (pressurized) Operations procedure to verify No Flow from inoperative side. (M) Maintenance procedure to ensure both Flow Control and Shutoff Valves are verified closed. (O) (unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-3	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-4	(O) Operations procedure to verify Ground Flow Control valve is closed.
21-5, and 21-5-3)	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-7	(O) (unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below. (O) (pressurized) Operations procedure to configure and operate the aircraft.
21-8	(O) Operations procedure to operate the aircraft at 10,000 feet MSL or below.
21-9	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-10	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-14	(M) Maintenance procedure to ensure the Emergency Pressurization System is operative. (O) Operations procedure to verify Emergency Pressurization System is operative.

Guidelines for (O) & (M) Procedures

21-15	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-18	(M) Maintenance procedure to ensure the Freon Air Conditioning system is deactivated.
21-20	(O) Operations procedure to verify flow control valves are closed, and to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-24	(M) Maintenance procedure to secure one Outflow Valve OPEN. (O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
23-3-1)	(O) Operations procedure to ensure alternate, normal and emergency procedures, and/or operating restrictions are established and used.
23-4	(O) Operations procedure to ensure equivalent checklists are available and used.
23-7	(O) Operations procedure to verify the Auxiliary Com/Nav Control Display Unit operates normally.
23-13	(O) Operations procedure to determine SATCOM equipment is functionally checked prior to flight and sufficient coverage exists on route of flight.
23-15-2)	(O) Operations procedure to verify both fans are operative.
24-2	(M) Maintenance procedure to deactivate inoperative inverter.
25-12	(O) Operations procedure to provide alternate means of securing and displaying required documents.
25-13	(O) Operations procedure to ensure affected seat(s) is adjusted to correct position for pilot(s) visibility requirements.
27-1	(M) Maintenance procedure to deactivate the Electric Trim System.
27-5	(M) Maintenance procedure to secure T-handle unlocked.
27-7	(M) Maintenance procedure to mark trim or flap position pointer(s).

Guidelines for (O) & (M) Procedures

28 -1	(O) Operations procedures to determine and track fuel quantity.
28-6	(O) Operations procedures for visual inspection.
29-1	(O) Operations procedure to verify adequate fluid level.
29-2	(O) Operations procedure to verify adequate fluid level, and to verify hydraulic system operates normally on affected side.
30-10	(O) Operations procedure to verify all other components of the Pitot Heat system are operative.
30-13	(O) Operations procedure to ensure basins are empty and not used.
31-3	(O) Operations procedure to record flight time.
33-7	(O) Operations procedure to ensure passengers are adequately briefed and/or notified.
33-19	(O) Operations procedure to verify Cabin Emergency Lighting is operative.
33-22	(O) Operations procedure to monitor for possible ice accumulation.
34-12	(O) Operations procedure for crew altitude awareness.
34-16-1),2)	(O) Operations procedure to provide for loss of Multi-Function Display (MFD).
34-17-1),2)	(O) Operations procedure to provide for loss of the Multi-function Display (MFD) System.
34-19	(M) Maintenance procedure to deactivate and secure the system.
34-19-2)	(O) Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.

Guidelines for (O) & (M) Procedures

34-19-3)	(O) Operations procedure to ensure all RA display and audio functions are operative.
34-21-A-1)	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-21-A-1)-a)	(O) Operations procedure to ensure crew awareness with inoperative modes.
34-21-A-1)-d)	(O) Operations procedure to ensure crew awareness with advisory callouts inoperative.
34-21-A-1)-e)	(O) Operations procedure to ensure crew awareness including a review of windshear avoidance and recovery procedures.
	(O) Operations procedure to ensure crew awareness using predictive windshear system.
34-21-A-2)	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-21-B-1)	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-21-B-1)-a)	(O) Operations procedure to ensure crew awareness with inoperative modes.
34-21-B-1)-d)	(O) Operations procedure to ensure crew awareness with Advisory Callouts inoperative.
34-21-B-1)-e)	(O) Operations procedure to ensure crew awareness including a review of windshear avoidance and recovery procedures.
34-21-C-1)	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-27	(O) Operations procedure to verify aircraft has operable Flight Director Mode displays on a PFD or EADI, and mode verification procedures.

Guidelines for (O) & (M) Procedures

34-28-1)	(O) Operations procedure to verify status and suitability of Navigation Facilities used to define route of flight.
35-3	(M) Maintenance procedure to fill bottle and determine there are no leaks.
38-1	(M) Maintenance procedure to deactivate or isolate system, and to verify there are no leaks. (M) Maintenance procedure to drain the system, and ensure the system is not serviced.
38-2	(M) Maintenance procedure to deactivate or isolate system, and to verify there are no leaks.
52-1-1)	(O) Operations procedure to physically check door(s).
52-2-1)	(O) Operations procedure to physically check door.
52-4-1)	(O) Operations procedure to physically check door.
52-4-2)	(O) Operations procedure to perform preflight through other door.
52-4-4)	(O) Operations procedure to physically check door.
52-5-1)	(O) Operations procedure to verify entry step support cables or chains will not interfere with door operation, and ensure safe entry/egress.
52-6	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-7	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-8	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-9	(O) (pressurized) Operations procedure to verify door seal inflates. (O) (unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-10	(O) Operations procedure to physically check door.
78-1	(M) Maintenance procedure to secure the appropriate thrust reverser.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
1. Air Cycle Machine	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Pressurization Source Selector remains OFF and c) Aircraft is operated at 10,000 feet MSL or below.
2. Flow Control and Shutoff Valves	C	2	1	(O) One may be inoperative provided: a) Cabin Pressurization Source Selector remains on the opposite source, b) Failed Flow Control and Shutoff Valve is verified CLOSED and c) Flight is conducted at FL 250 or below.
	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted unpressurized, b) Both Flow Control and Shutoff Valves are verified CLOSED, c) Cabin Pressurization Source Selector remains OFF and d) Aircraft is operated at 10,000 feet MSL or below.
3. Emergency Pressurization Valve	C	1	0	May be inoperative provided: a) Aircraft is operated at FL 250 or below, b) Air Cycle Machine is operative and c) Both L and R bleed sources are operative.
(Continued)				

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

21 AIR CONDITIONING				
3. Emergency Pressurization Valve (cont'd)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
4. Ground Flow Control Valve (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	(O) May be inoperative provided: a) Ground Flow Control Valve is verified CLOSED and b) Bleed Air GND is not used.
5. Cabin Pressurization System	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
1) Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Isobaric Control Mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Rate Indicator is operative and e) Aircraft is operated at FL 410 or below.
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
5. Cabin Pressurization System (cont'd)				
2) Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Auto-Schedule Mode is operative, b) Manual Cabin Pressure Control System is operative, c) Cabin Differential Pressure Gauge is operative, d) Cabin Altimeter is operative, e) Cabin Rate Indicator is operative and f) Aircraft is operated at FL 410 or below.
3) Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
6. Emergency Dump Valve				DELETED, REVISION 6. (continued)

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
21 AIR CONDITIONING				
7. Cabin Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
(500, 501, S550, 551, 550 units 0001 - 0800, 560 units 0001 - 0538)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, b) The Cabin Altitude Selector is set not to exceed maximum differential pressure and c) A Chart is provided and used to convert cabin and aircraft altitude to differential pressure.
(550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative and b) A Chart is provided to convert cabin and aircraft altitude to differential pressure.
8. Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided aircraft is operated at 10,000 feet MSL or below.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
9. Cabin Vertical Speed or Cabin Rate Indicator	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
	C	1	0	May be inoperative provided all other components of the pressurization system are operative.
10. Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.
	C	1	0	May be inoperative provided all other components of the pressurization system are operative.
11. Automatic Cabin Air Temperature Control System	C	1	0	May be inoperative provided Manual Cabin Air Temperature Control System is operative.
12. Manual Cabin Air Temperature Control System	C	1	0	May be inoperative provided Automatic Cabin Air Temperature Control System is operative.

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21 AIR CONDITIONING				
13. Bleed Air GND or Bleed Air GND/Hi Annunciator (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	May be inoperative provided Bleed Air GND or Bleed Air GND/Hi is not used.
14. Emergency Pressurization Annunciator (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	(M) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.
(560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.
15. AIR DUCT O'HEAT Annunciator	C	1	0	(O) May be inoperative provided: a) Cabin Pressurization Source Selector switch remains OFF, b) Flight is conducted unpressurized and c) Aircraft is operated at 10,000 feet MSL or below.
16. Door Seal Pressurization Regulator				DELETED, REVISION 6.
17. Overhead Cabin Blower	C	1	0	
18. Freon Air Conditioning *** System	C	1	0	(M) May be inoperative provided Freon Air Conditioning System is deactivated.
19. ACM EJECTOR ON *** Annunciator	C	1	0	May be inoperative provided the Pressurization Source Selector remains OFF during ground operations.

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21 AIR CONDITIONING				
20. PRECOOL FAIL *** Annunciator	C	2	1	One may be inoperative provided: a) Pressurization Source Selector remains on the opposite source and b) Flight is conducted at FL 250 or below.
	C	2	0	(O) May be inoperative provided: a) Flow Control Valves are verified CLOSED, b) Cabin Pressurization Source Selector remains OFF, c) Flight is conducted unpressurized and d) Aircraft is operated at 10,000 feet MSL or below.
21. Cabin Temperature *** Indicator	C	1	0	
22. Cabin Door Secondary Seal (550 units 0801 and on, 560)				DELETED, REVISION 8. Moved to ATA Ch 52 - DOORS.
23. Cabin Door Primary Seal (550 units 0801 and on, 560)				DELETED, REVISION 8. Moved to ATA Ch 52 - DOORS.
24. Outflow Valves	C	2	0	(M) (O) Both may be inoperative provided: a) At least one valve is secured OPEN, b) Aircraft is operated unpressurized and c) Aircraft is operated at 10,000 feet MSL or below.
25. Pilot Gasps (WEMACs)	C	-	0	

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22 AUTO FLIGHT				
1. Autopilot	B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Enroute operations do not require its use, b) Approach minimums do not require its use and c) Aircraft is operated using a minimum crew of two. <p>NOTE: RVSM is not authorized.</p>
2. Yaw Damper	B	1	0	<p>May be inoperative provided Autopilot is considered inoperative.</p> <p>NOTE: RVSM is not authorized.</p>
3. Go-Around Button(s)	C	-	1	May be inoperative for pilot not flying.
	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight Director is not used during a go-around and b) Autopilot is disconnected for go-around. <p>NOTE: FMS Missed Approach Procedure must be activated via the FMS CDU.</p>
4. Autopilot Disconnect Yoke Switches	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) The autopilot is not used below 1500 feet AGL and b) Approach minimums do not require the use of the autopilot.
	B	2	0	<p>May be inoperative provided Autopilot is not used and is considered inoperative.</p> <p>NOTE: RVSM is not authorized.</p>

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22 AUTO FLIGHT					
5. Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches	C	2	0		
6. Flight Director Mode Select Panel Functions	B	-	0	Individual functions may be inoperative provided procedures do not require their use.	
7. Course Selector Knob(s)	B	2	1	One may be inoperative for the pilot not flying.	

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23 COMMUNICATIONS				
1. VHF Communications System	C	-	-	Any in excess of those required by FAR may be inoperative provided it is: a) Not powered by any Emergency Bus and b) Not required for emergency procedures.
2. Copilot's Audio Control Panel	C	1	0	May be inoperative for operations not requiring a second in command.
3. Passenger Address (PA) System				
1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Any station function (s) that operates normally may be used.
2) Cargo Configuration	D	1	0	
4. Electronic Checklist *** System	D	1	0	(O) May be inoperative provided equivalent checklists are available and used.

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23 COMMUNICATIONS				
5. Cockpit Voice Recorder *** (CVR) System (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
*** Cockpit Voice Recorder (CVR) (No Flight Data Recorder Installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
*** Cockpit Voice Recorder (CVR) (For operators other than a holder of an Air Carrier or Commercial Operator)	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.
6. Boom Microphones (COCKPIT VOICE RECORDER WITH FLIGHT DATA RECORDER INSTALLED)				
1) Cockpit Voice Recorder Equipped to Record Boom Microphones per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative. (Continued)

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23 COMMUNICATIONS				
6. Boom Microphones (cont'd)				
(COCKPIT VOICE RECORDER WITHOUT FLIGHT DATA RECORDER INSTALLED)				
1) Cockpit Voice Recorder Equipped to Record Boom Microphones per FAR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
7. Radio Management Unit *** (RMU)	C	2	1	(O) One may be inoperative provided: a) Remaining RMU operates normally and b) Auxiliary Com/Nav Control Display Unit is verified to operate normally.
8. Static Wicks	C	-	-	One may be missing or broken from each of the following areas, not to exceed a total of three: a) Right wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only), b) Left wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only) and c) Vertical stabilizer, stinger, or rudder (560 units 0539 - 5000 stinger only).
1) AFIS Antenna Static *** Wick	C	1	0	May be missing or broken.

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23 COMMUNICATIONS				
9. Automatic Cabin Briefer ***	D	1	0	May be inoperative provided passengers are briefed by alternate means.
10. Airborne Flight *** Information Systems (VHF or SATCOM Data Link, XM / NEXRAD / Satellite Weather)	D	-	0	
11. Flight Phone ***	D	1	0	
12. Cockpit Speakers	C	2	1	One may be inoperative provided a headset is installed, operative, and used for the affected side.
13. High Frequency (HF) *** Communications Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting extended overwater operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link and ACARS operate normally and b) SATCOM coverage exists for the intended route of flight.
14. Hand Held Microphone	C	2	0	May be inoperative provided an associated headset microphone is operative and used.

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23 COMMUNICATIONS				
15. Radio Package Cooling *** Fan (Com/NAV/ XSPDR) (550 units 0801-1136)				
1) Fan 1	B	1	0	May be inoperative provided Fan 2 FAIL annunciator and fan is operative.
2) Fan 1 Fail Annunciator	C	1	0	(O) May be inoperative provided Fan 1 and Fan 2 are verified operative.
16. Emergency Locator Transmitter (ELT)				
1) Survival type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	1	2	3	4	
24 ELECTRICAL POWER					
1. D.C. Ammeters	C	2	1		One may be inoperative.
2. Avionics A.C. Power Inverters (All except: 560 units 0751 - 5000).	C	2	1		(M) One may be inoperative provided: a) Inoperative inverter is deactivated, b) Flight is not conducted at night and c) Aircraft is operated in VMC only.
3. BATT O'HEAT or BATT O'TEMP Annunciator	D	1	0		May be inoperative provided aircraft is equipped with a Lead Acid Battery.
4. Battery Temperature *** Indicator	C	1	0		
5. Ground Power Dispatch *** Switch	D	1	0		
6. External Power Receptacle	C	1	0		

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25 EQUIPMENT/ FURNISHINGS				
1. Flotation Equipment (Crew and Passenger)	D	-	0	Any in excess of those required by FAR may be inoperative or removed.
2. Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aisle and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seatbelt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent seat(s).
1) Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat is secure in the upright position.
2) Underseat Baggage Restraining Bars	C	-	-	DELETED, REVISION 8.
3) Armrests	C	-	-	May be inoperative or missing and the seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle and c) For an armrest with a recline mechanism, seat is secure in the upright position.
4) Tracking Mechanism	C	-	-	May be inoperative provided seat is failed outboard, and is positioned to have no affect on emergency egress.

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25 EQUIPMENT/ FURNISHINGS				
3. Passenger Seat Ashtray				DELETED, REVISION 6.
4. Crewmember Shoulder Harnesses	B	-	-	Right side may be inoperative provided seat is not occupied.
5. Aircraft Emergency Locator Transmitter (ELT)				DELETED, REVISION 9. Moved to ATA 23 item 16.
6. Passenger Convenience / NEF Items				
1) Passenger Convenience Items (Expires on December 31, 2007)		-	0	Passenger Convenience Items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overheard reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Exterior lavatory ash trays are not considered convenience items.
2) 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. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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25 EQUIPMENT/ FURNISHINGS				
7. Cockpit Sunvisors	D	2	0	May be inoperative provided the sunvisor(s) can be stowed in a manner that: a) Does not obstruct the pilot's field of view for takeoff and landing and b) Does not impede the quick-donning capability of the oxygen masks.
8. Emergency Medical Equipment				
1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
(Continued)				

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25 EQUIPMENT/ FURNISHINGS				
8. Emergency Medical Equipment (cont'd)				
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
9. Emergency Vision *** Assurance System (EVAS)	C	-	0	
10. Yoke Mounted Chart Holders	C	2	0	
11. Pilot and/or Copilot Seat				
1) Vertical Adjustment	C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits pilot normal visibility, b) Full flight control movement is available and c) The crewmember can reach all necessary controls and equipment.
(Continued)				

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25 EQUIPMENT/ FURNISHINGS					
11. Pilot and/or Copilot Seat (cont'd)					
2) Lumbar Support ***	C	2	0		
3) Armrest	C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
4) Recline / Tilt Function ***	C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits pilot normal visibility, b) Full flight control movement is available and c) The crewmember can reach all necessary controls and equipment.	
5) Thigh Support ***	C	2	0	May be inoperative provided full flight control movement is available.	
12. Required Documents Holder (Registration, Airworthiness Certificate etc.)	C	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the documents is used.	
13. Pilot or Copilot Eye Locator	C	2	0	(O) May be inoperative or missing provided alternate procedures are established and used.	

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26 FIRE PROTECTION

1. Portable Fire
Extinguishers

D

-

-

Any in excess of those required by FAR may be inoperative or missing provided:
a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit, and
b) Required distribution is maintained.

2. Fuselage Fire
*** Extinguishing System
(Total Flood)

DELETED, REVISION 9.

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27 FLIGHT CONTROLS				
1. Electric Trim	B	1	0	(M) May be inoperative provided: a) Electric Trim System is deactivated and b) Autopilot is considered inoperative. NOTE: RVSM is not authorized.
2. Angle of Attack System	C	1	0	DELETED, REVISION 9. Moved to ATA 31 item 5.
3. Angle of Attack Indicator	C	1	0	DELETED, REVISION 9. Moved to ATA 31 item 5.
4. Flap/Trim Interconnect System (S550, 552, 560)				DELETED, REVISION 9.
5. Control Lock T-Handle	C	1	0	(M) May be inoperative provided the system is secured unlocked. NOTE: Appropriate measures should be taken to prevent damage from gusts while on the ground.
6. Rudder Pedal Adjustment System	C	4	0	May be inoperative provided full control movement and brake application is available.
7. Trim and Flap Position Indicator Tips (All except 560 units 0751 - 5000)	C	4	0	(M) May be missing provided alternate means of marking pointer is established and used.

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27 FLIGHT CONTROLS				
8. Left Aileron - Electrical Bonding Strap (560) Expires December 31, 2008 without CDL approval.	B	3	2	No more than one bonding strap may be broken or missing.
9. Right Aileron - Electrical Bonding Strap (560) Expires December 31, 2008 without CDL approval.	B	3	2	No more than one bonding strap may be broken or missing.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
1. Fuel Quantity Indicating Systems	B	2	1	(O) One may be inoperative provided: a) Fuel Tanks are completely filled with fuel for first flight of the day and any subsequent refueling, b) Fuel cross-feed operation is restricted to emergency use only, c) FMS Fuel Used function or Fuel Remaining Indicator is operative, d) Fuel Low Level Indicating System is operative on the affected side and e) Fuel quantity is determined and tracked by other acceptable means.
2. Fuel Low Level Indicating System	B	2	1	Both Fuel Quantity Indicating Systems are operative.
3. Fuel Remaining / Fuel *** Used Indicating System	C	1	0	May be inoperative provided both Fuel Quantity Indicating Systems are operative.
4. Single Point Refueling *** System	C	1	0	
5. L/R Fuel Temperature Indication (560 unit 0539 - 5000)	C	2	1	
6. Pressure *** Refueling/Defueling Adaptor (Dust Cap or Lanyard) (Expires December 31, 2008 without CDL approval)	C	1	0	(O) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination prior to each refueling and b) No leakage can be detected after each fueling is complete.

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29 HYDRAULIC POWER				
1. Low Hydraulic Fluid Annunciator / Light	C	1	0	(O) May be inoperative provided adequate fluid level is verified before each flight.
2. LO HYD FLOW L/R / HYD FLOW LOW LH/RH Annunciator	C	2	1	(O) May be inoperative provided: a) Adequate fluid level is verified before each flight and b) Hydraulic system operation is verified with only the associated side engine operating.

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30 ICE AND RAIN PROTECTION				
1. Engine Anti-ice Systems	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.
1) Engine Anti-Ice Valves	C	2	1	One may be inoperative provided: a) Engine Anti-Ice Valve remains OPEN and b) Takeoff and Landing field temperatures are not in excess of +10 degrees C. NOTE: See AFM Performance Data.
2) ENG ANTI-ICE Annunciators	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.
2. Windshield Anti-Ice Systems	C	2	1	One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions and b) Left windshield anti-ice system must be operative for single pilot operations.
3. Windshield Alcohol System	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
4. Rain Removal Systems	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport for takeoff or intended landing.
5. Pitot Heaters	B	-	-	One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Flight is not conducted at night and c) Aircraft is not operated in visible moisture. NOTE: RVSM is not authorized.
6. Pitot Heaters (Pilot, Co-Pilot, and Standby) (550 units 0801 - 1136, 560 units 0260 - 5000)				DELETED, REVISION 9. Combined with ATA 30 item 5.
7. Static Pressure Port Heaters (Pilot, Co-Pilot, & Standby) (550 units 0801 - 1136, 560 units 0260 - 5000)				DELETED, REVISION 9. Combined with ATA 30 item 8.
8. Static Pressure Port Heaters	B	-	-	One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Flight is not conducted at night and c) Aircraft is not operated in visible moisture. NOTE: RVSM not authorized.

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30 ICE AND RAIN PROTECTION					
9. Wing and Tail De-Ice or Anti-Ice Systems					
1) Pneumatic De-Ice Systems (500, 501, 550, 551, 560)	C	-	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.	
2) Surface Anti-Ice Pumps (S550)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.	
3) Wing Electrical Systems (500, 501, 550, 551)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.	
4) Surface Anti-Ice Pumps (S550 and 552)				DELETED, REVISION 7a. Moved to ATA 30 item 9-2).	
5) Wing Bleed Air Anti-Ice Systems (560 units 0539 - 5000)	C	2	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.	
(Continued)					

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30 ICE AND RAIN PROTECTION				
9. Wing and Tail De-Ice or Anti-Ice Systems (cont'd)				
5) Wing Bleed Air Anti-Ice Systems (560 units 0001 - 0538)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.
6) WING ANTI-ICE Annunciators (560 units 0539 - 5000)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C and b) Aircraft is not operated in known or forecast icing conditions.
10. Pitot/Static Heater Off Annunciators	B	-	0	(O) May be inoperative provided: a) All other components of the Pitot Heat system are verified operative before each takeoff and b) Aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
11. Ice Detection Systems					
1) Windshield Ice Detection *** Systems (Glareshield Mounted Stalk Lights)					DELETED REVISION 9. Moved to ATA 33 item 22.
2) Surface Ice Detection System (S550)	B	1	0		May be inoperative provided flight is not conducted at night in known or forecast icing conditions.
12. Angle of Attack Probe / Vane Heater	C	-	0		May be inoperative provided: d) Flight is not conducted at night, a) Aircraft is operated in VMC only and b) Aircraft is not operated in known or forecast icing conditions.
13. Drain Mast Heaters	C	-	0		(O) May be inoperative provided: a) Associated basins are not used and b) Any remaining ice or liquid is removed from the basins.

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31 INDICATING/ RECORDING SYSTEMS				
1. Flight Data Recorder *** (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport, where repair must be accomplished prior to dispatch and d) Repairs are made within three flight days.
FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) CVR operates normally and b) Repairs are made within 20 calendar days.
FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
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31 INDICATING/ RECORDING SYSTEMS					
1. Flight Data Recorder *** (FDR) System (cont'd)					
FLIGHT DATA RECORDER (FDR) INSTALLED FOR OTHER THAN AIR CARRIER OR COMMERCIAL OPERATOR					
Flight Data Recorder (FDR) System	C	-	1		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided repairs are made in accordance with applicable FARs.
2. Clocks	C	-	-		As required by FAR.
3. Flight Hour Meter	C	1	0		(O) May be inoperative provided flight time is recorded by other means.
4. N1 Reminder (Mechanical and Electric) All except: (560 units 0751 - 5000)	D	1	0		

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31 INDICATING/ RECORDING SYSTEMS				
5. Angle of Attack (AOA) System				
1) Angle of Attack Indicator (500,501, 550 units 0001 - 0800, 551)	C	1	0	
2) Angle of Attack Indicator (S550, 552, 560, 550 units 0801 - 1136)	C	1	0	May be inoperative provided the Stall Warning (Stick Shaker) System is operative.
3) Angle-of-Attack (AOA) *** Indexer	C	1	0	
6. Angle-of-Attack (AOA) Indexer				DELETED REVISION 9. Moved to ATA 31 item 5-3).
7. Master Caution Lights (550 units 0801 - 1136, 560 units 0539 - 5000)	C	2	1	Left side must be operative for single pilot operations.
8. Master Warning Lights	C	2	1	Left side must be operative for single pilot operations.
9. Master Caution Reset Function (550 units 0801 - 1136, 560 units 0539 - 5000)	C	2	1	Left side must be operative for single pilot operations.
10. Master Warning Reset Function	C	2	1	Left side must be operative for single pilot operations.

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32 LANDING GEAR				
1. Power Brake System *** (500,501)				DELETED, REVISION 9.
2. Anti-Skid System *** (All except: 560 units 0539 - 5000)	C	1	0	NOTE: See AFM Abnormal Procedures and Section IV.
3. Skid Warning System *** (500 & 501)	C	1	0	
4. Nose Gear Spade Door - Electrical Bonding Straps (500) (Expires December 31, 2008 without CDL approval)	B	2	1	
5. Nose Gear Doors- Electrical Bonding Straps (550, S550, 560) (Expires December 31, 2008 without CDL approval)	B	2	0	
6. Main Gear Doors Electrical Bonding Straps (550, S550, 560) (Expires December 31, 2008 without CDL approval)	B	2	0	

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33 LIGHTS				
1. Anti-Collision Light System	C	1	0	May be inoperative provided aircraft is not operated at night.
2. Position Lights	C	3	0	May be inoperative provided aircraft is not operated at night.
3. Wing Inspection Light				
Aircraft equipped with Pneumatic Wing De-ice Boots (500, 501, 550, 551, 560 units 0001-0538)	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, b) A portable lamp / light of adequate capacity for wing and / or control surface inspection is available for night operations and c) Ground deicing procedures do not require their use.
Aircraft not equipped with Pneumatic Wing De-ice Boots (S550, 560 units 0539 - 5000)	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night and b) Ground deicing procedures do not require their use.
	C	-	1	May be inoperative provided: a) Ground deicing procedures do not require their use and b) The left light must be operative for single pilot operations.

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33 LIGHTS				
4. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
5. Landing Lights				
1) Main Gear Mounted Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
2) Wingtip Mounted Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	1	One may be inoperative for night operations provided the aircraft is equipped with Main Gear Mounted Landing / Taxi Lights and the associated Main Gear Mounted Landing Light is operative.
6. Main Gear Mounted Taxi Lights (550 units 0801 - 1136, 560 units 0260 - 5000)	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	1	One may be inoperative for night operations provided the Wing Tip Mounted Landing Light on the associated side is operative.

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33 LIGHTS				
7. Fasten Seat Belt and No Smoking Signs	B	1	0	(O) May be inoperative provided: a) Passenger Address System is operative and b) Alternate procedures for notifying passengers are established and used.
	B	1	0	May be inoperative provided no passengers are carried.
8. Strobe Light System *** (Supplemental System)	C	1	0	
9. Master Warning Lights				DELETED, REVISION 8. Moved to ATA 31 item 8.
10. Recognition Lights ***	C	2	0	
11. Logo Lights ***	C	2	0	
12. Ground Recognition Light (Flashing Beacon)	C	1	0	May be inoperative provided aircraft is not operated at night.
13. Tail Cone Lights	C	-	0	
14. Nose Baggage Compartment Light	C	1	0	
15. Exterior Emergency *** Lighting System	C	1	0	May be inoperative provided aircraft is not operated at night.

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33 LIGHTS				
16. Cabin Dropped Aisle *** Lighting System	C	-	-	
17. Pulselite System ***	D	1	0	
18. Tail Mounted Position Lights				DELETED, REVISION 9. Combined with ATA 33 item 2.
19. Cabin Interior Lighting System Lights (including Cabin Indirect Lighting System and Cabin Reading Lights)	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency lighting is verified operative and b) Sufficient lighting is operative for the crew to perform required duties.
20. Light Sources for Exit Signs (LED)	C	23	7	
21. Light Sources for Exit Signs (Incandescent)	C	4	1	
22. Windshield Ice Detection *** System (Glareshield Mounted) Stalk Lights	B	2	1	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Left side must be operative for single pilot operations.
	B	2	0	May be inoperative provided aircraft is not operated at night.

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34 NAVIGATION				
1. Turn and Slip Indication				
1) Mechanical Indicators	B	2	1	
2) Bezel Mounted Inclinometer	B	-	1	
2. Radio Magnetic *** Indicators (RMI)	C	2	-	May be inoperative provided: a) Affected instrument is a repeater of the HSI and b) Aircraft is not equipped with dual EFIS.
3. Standby Attitude Indicator (3 rd Attitude Indicator)	C	1	0	DELETED, REVISION 8.
4. Distance Measuring Equipment (DME) Systems	D	-	-	As required by FAR.
5. Weather Radar System	C	1	-	As required by FAR.
6. Automatic Direction Finding (ADF) Systems	C	-	-	As required by FAR.
7. Marker Beacon Receiver Systems	C	2	-	May be inoperative provided approach procedures do not require their use.
8. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
				NOTE: RVSM is not authorized.
				(Continued)

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34 NAVIGATION					
8. ATC Transponders and Automatic Altitude Reporting Systems (cont'd)	D	-	1		Any in excess of those required by FAR may be inoperative.
9. Radio (VHF/UHF) Navigation Equipment (VOR/ILS)	C	-	-		As required by FAR.
10. Radio Altimeter Systems	A	-	0		May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS is considered inoperative, c) TCAS is considered inoperative and d) Repairs are made within two flight days.
11. Flight Director / Guidance *** Computer(s) (FDC/FGC) (Except 560 units 0751 - 5000)	B	-	0		May be inoperative provided: a) Approach Minimums do not require its use, and b) Indicators are retracted from view. NOTE: Autopilot may be inoperative. NOTE: RVSM is not authorized if Autopilot is inoperative.
12. Altitude Alerting System	A	1	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. NOTE: RVSM is not authorized.
1) Vertical Navigation System					DELETED, REVISION 9. Combined with ATA 34 item 28.

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34 NAVIGATION					
13. Global Positioning *** System (GPS)	C	-	-		Any in excess of those required by FAR may be inoperative.
14. TACAN ***	C	1	-		As required by FAR.
15. Outside Air Temperature Indicating System(s)	C	-	1		
16. Symbol Generators for Electronic Flight Instrument System (EFIS)					
1) 5 Tube System	C	3	2		(O) One may be inoperative provided: a) EFIS displays at pilot's and co-pilot's stations are operated from independent symbol generators, b) Alternate procedures are established and used and c) Enroute or approach procedures do not require use of the MFD.
2) 3 Tube System (550 units 0001 - 0733, 551, and S550)	C	2	1		(O) One may be inoperative provided: a) Alternate procedures are established and used and b) Enroute or approach procedures do not require use of the MFD.
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34 NAVIGATION				
16. Symbol Generators for Electronic Flight Instrument System (EFIS) (cont'd)				
2) 3 Tube System (cont'd)				
(550 units 0801 - 1136)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night and b) Aircraft is operated in VMC only.
(560 units 0001 - 0259)	C	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used and b) Enroute or approach procedures do not require use of the MFD.
(560 Units 0260 - 0750)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night and b) Aircraft is operated in VMC only.
17. Electronic Flight Instrument System Multifunction Display (MFD)				
1) MFD installed with *** Honeywell EDZ-605 EFIS	C	1	0	(O)
2) Honeywell Primus 1000 EFIS System MFD	C	1	0	(O) May be inoperative provided the aircraft is operated by a crew of two.
				NOTE: The Traffic Alert Display System of TCAS will be unavailable. See ATA-34 item 19-3).

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34 NAVIGATION				
18. Vertical Speed Indicator	B	2	1	May be inoperative on the right side.
	B	2	0	May be inoperative on left side except for IFR passenger carrying operations.
19. Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side and b) TA and RA audio function is operative on flying pilot side.
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34 NAVIGATION					
19. Traffic Alert and Collision Avoidance System (TCAS II) (cont'd)					
2) Resolution Advisory (RA) Display System(s)	C	2	1		May be inoperative on non-flying pilot side.
	C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew and c) Enroute or approach procedures do not require its use.
3) Traffic Alert Display System(s)	C	-	0		(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.
4) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0		
20. Traffic Alert Collision Avoidance					DELETED, REVISION 6. Combined with ATA 31 item 19.

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34 NAVIGATION				
21. Terrain Awareness and Warning System (TAWS)				
A Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) Modes 1 - 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Glideslope Deviations (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR and b) Alternate procedures are established and used.
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34 NAVIGATION				
21. Terrain Awareness and Warning System (TAWS) (cont'd)				
A Class A TAWS Equipment Required (cont'd)				
1) Ground Proximity Warning System (GPWS) (cont'd)				
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	(Continued)

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34 NAVIGATION					
21. Terrain Awareness and Warning System (TAWS) (cont'd)					
A Class A TAWS Equipment Required (cont'd)					
4) Runway Awareness and *** Advisory System (RAAS)	C	1	0		
B Class B TAWS Equipment Required					
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.	
c) Modes 2, 4 & 5 ***	C	3	0		
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34 NAVIGATION)				
21. Terrain Awareness and Warning System (TAWS) (cont'd)				
B Class B TAWS Equipment Required (cont'd)				
1) Ground Proximity Warning System (GPWS) (cont'd)				
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & Advisory System (RAAS) ***	C	1	0	
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34 NAVIGATION					
21. Terrain Awareness and Warning System (TAWS) (cont'd)					
C Class C TAWS / GPWS Equipment					
1) TAWS / GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Any mode that operates normally may be used.	
22. Storm Scope or Lightning *** Detector System	C	1	0	As required by FAR.	
23. Air Data Computer (550 units 0801 - 1136, 560 units 0260 - 5000)	A	2	1	One may be inoperative for one flight day provided: a) Flight is not conducted at night and b) Aircraft is operated in VMC only.	
				NOTE: RVSM is not authorized.	
24. Heads Up Display (HUD) ***	C	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
25. Moving Map Display ***	C	-	0		
26. SkyWatch Traffic *** Advisory System	C	1	0		
27. Flight Director Mode Selector Annunciators	C	-	0	(O) May be inoperative provided: a) Annunciation(s) is available to the crew on another display and b) Crew verifies annunciation(s) is appropriate to the function(s) selected.	
28. Flight Management System (FMS) (All except 560 units 0751 - 5000)	C	-	-	Any in excess of those required by FAR may be inoperative provided functions are not required by other procedures.	
1) Navigation Databases ***	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, 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.	
29. Navigation Management System				DELETED, REVISION 9.	
1) Navigation Databases				DELETED, REVISION 9.	

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34 NAVIGATION				
30. Display Controller (PFD) (Primus 1000 System)				
1) VOR / Localizer Source Selector Switches (NAV)	C	2	-	May be inoperative provided procedures do not require their use. NOTE: NAV source can not be changed. Aircraft powers up on the onside VHF.
2) FMS Source Selector Switches	C	2	0	May be inoperative provided procedures do not require their use.
3) Elapsed Time Function Switch (ET)	C	2	0	
4) Horizontal Indicator Mode Select Switches (HSI)	C	2	0	NOTE: Weather radar requirements must be considered if ARC display modes are inoperative on both PFDs.
5) Radio Altitude Knob	C	2	0	May be inoperative provided approach minimums do not require its use.
6) Single Cue/Cross Pointer Switch (SC/CP)	C	2	0	
7) Groundspeed/Time To Go Switch (GSPD/TTG)	C	2	0	

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34 NAVIGATION				
31. Display Controller (MFD)				
1) MAP/PLAN Switch	C	1	0	
2) WX Switch	C	1	0	May be inoperative provided at least one PFD HSI switch operates normally.
3) Range Selector	C	1	0	
4) Checklist Function Buttons (NORM, EMER, RCL, PAG, SKIP, ESC or ENT)	C	6	0	
5) Joystick Controller	C	1	0	
6) Symbol Display Buttons (APT, VOR, DAT)	C	3	0	
32. Standby Flight Display *** Heading Information				
1) Meggitt Standby Flight Display Heading Information (550 units 0809 - 1044, 560 units 0260 - 0643)				DELETED, REVISION 9.
2) GH-3000 Electronic Standby Instrument System Heading Information ***	C	1	0	Heading information may be inoperative provided: a) Both PFD heading information is operative and b) Magnetic compass is installed and operative.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
33. GH-3000 Internal Cooling *** Fan	C	1	0		
34. Non-Stabilized Magnetic *** Compass	B	1	0	May be inoperative provided: a) Aircraft is equipped with dual AHRS, b) Both AHRS heading information sources are operative and c) Aircraft is equipped with a GH- 3000 Electronic Standby Instrument and its System Heading Information is operative.	

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without passengers and b) Crew Oxygen System is operative.
2. Cabin Passenger Oxygen Drop Out Panels Including Oxygen Masks	B	-	0	Individual Dispensers/Panels may be inoperative or missing provided associated seat is blocked and placarded, "DO NOT OCCUPY."
3. Oxygen Tank Fill Port	C	1	0	(M) May be inoperative provided: a) It is verified there are no leaks in the system and b) The bottle is filled using alternate means.
4. Protective Breathing *** Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

38 WATER/WASTE				
1. Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained and b) Procedures are established to ensure the system is not serviced.
2. Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used.

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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
1. Nose Baggage Doors				
1) Annunciator System (550 units 0801 - 1136, 560 units 0260 - 5000)	C	2	0	(O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the associated door(s) is secured and locked.
2) Electrical Bonding Straps (500) (Expires December 31, 2008 without CDL approval)	B	2	1	
3) Electrical Bonding Straps (550, S550, 560) (Expires December 31, 2008 without CDL approval)	B	2	0	
4) Gust Locks	C	-	0	
5) Gas Support Struts				DELETED, REVISION 9.
2. Aft Baggage or Tailcone Door				
1) Annunciator System (550 units 0801 - 1136) (560 units 0260 - 5000)	C	1	0	(O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the door is secured and locked.
2) Electrical Bonding Straps (Expires December 31, 2008 without CDL approval)	B	1	0	

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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
3. Tailcone Door				DELETED, REVISION 9. Combined with ATA 52 item 2.
1) Annunciator (560 units 0260 - 5000)				DELETED, REVISION 9. Combined with ATA 52 item 2.
2) Electrical Bonding Straps				DELETED, REVISION 9. Combined with ATA 52 item 2.
4. Door Key Locks				
1) Aft Baggage / Tailcone Door	D	1	0	(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to flight.
2) Nose Baggage Doors	C	2	1	(O) One may be inoperative in the locked position provided required preflight actions may be performed through the opposite door.
3) Cabin Door	D	1	0	May be inoperative provided the lock is in the unlocked position.
4) Single Point Refueling *** Door	D	1	0	(O) May be inoperative provided the door is verified closed and latched.
5. Entry Step Support *** Components				
1) Cables / Chains	C	-	0	(O) May be inoperative provided: a) It is verified Cables or Chains do not interfere with door operation and b) Alternate procedures are developed and used to ensure safe entry/egress.
2) Rate Controllers	C	2	0	May be inoperative provided the Entry Step is lowered with caution.

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	4. REMARKS AND EXCEPTIONS		

52 DOORS				
6. Cabin Door Seal 500, 501, S550, 551 (550 units 0001 - 0733)	C	1	0	(O) May be inoperative provided: a) Door Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL and f) Cabin Rate is set to maximum.
7. Cabin Door Secondary Seal (550 units 0801 - 1136, 560)	C	1	0	May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Primary Seal is operative and c) Flight is conducted at FL 250 or below.
	C	1	0	(O) May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL and f) Cabin Rate is set to maximum.
8. Cabin Door Primary Seal (550 units 0801 - 1136, 560)	C	1	0	May be inoperative provided: a) Primary Seal does not interfere with door operation, b) Secondary Seal is operative and c) Flight is conducted at FL 250 or below.
(Continued)				

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	4. REMARKS AND EXCEPTIONS			

52. DOORS				
8. Cabin Door Primary Seal (550 units 0801 - 1136, 560) (cont'd)	C	1	0	(O) May be inoperative provided: a) Primary seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL and f) Cabin Rate is set to maximum.
9. DOOR SEAL Annunciator System (550 units 0801 - 1136, 560)	C	1	0	(O) May be inoperative provided: a) Primary door seal is verified operative, and b) Flight is conducted at FL 250 or below.
	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL and e) Cabin Rate is set to maximum.

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	4. REMARKS AND EXCEPTIONS			

52. DOORS				
10. Cabin Door Annunciator System (560 units 0260 - 5000, 550 units 0801 - 1136)	B	1	0	(O) May be inoperative provided: a) All door lock flags are visible in the sight glass locations on the door and b) Interior door handle securing pin is verified engaged (unable to rotate the handle without depressing the push button in the handle grip).

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	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Engine Synchronizer System (Except 560 units 0751 - 5000)	C	1	0	
2. Fuel Flow Indicating Systems	B	2	1	One may be inoperative provided both Fuel Quantity Indicating Systems are operative.
3. Ground Idle System (560, 550 units 0801 - 1136)				DELETED, REVISION 9.

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	4. REMARKS AND EXCEPTIONS			

74 IGNITION				
1. Engine Igniter Lights / Annunciators (All except 560 units 0751 - 5000.)	B	2	1	One may be inoperative provided igniter snapping is verified audibly prior to start.

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	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING				
1. ITT Indicating Systems Digital Function (All except 560 units 0751 - 5000)	C	2	1	One may be inoperative provided both Analog Indicators are operative.
2. N1 Indicators				
1) N1 Digital Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Tape Display is operative and b) All other engine indicators on both engines are operative.
2) N1 Tape Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Digital Display is operative and b) All other engine indicators on both engines are operative.
3. Standby Engine ITT Indicating System (560 units 0751 - 5000)	C	2	1	One may be inoperative provided: a) Corresponding ITT indicator on the EICAS display is operating normally, b) Standby N1 and N2 indicators are operating normally and c) All other engine indicators are operative.

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	4. REMARKS AND EXCEPTIONS			
78 ENGINE EXHAUST 1. Thrust Reversers ***	C	2	0	(M) May be inoperative provided affected Thrust Reverser is secured using approved maintenance procedures.