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Master Minimum Equipment List (MMEL)

Revision: 07
Date: 04/28/2014

Cessna-560XL **CE-560XL/XLS/XLS+**

For PART 91 and PART 135 ONLY

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AIRCRAFT:

CESSNA 560XL

REVISION NO. 07

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PAGE NO.

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HIGHLIGHTS OF CHANGE

NOTE

This revision is a reissuance in its entirety. All relief should be considered revised. Any relief which was added, moved, or deleted is listed below. This revision also incorporates a new numbering system. Items may not be listed in consecutive order. This is by intention.

ATA 21

All items which resulted in unpressurized flight now refer to item 21-30-02 for unpressurized flight.

-20-03

Added relief for Cockpit Warm Air Side Console Outlet.

-21-14-01

Added relief for AHRS.

-21-14-01

Added relief for AHRS.

-21-14-02

Added relief for Radio Management Unit.

-30-01

Added relief for Cabin Dump Function.

-30-02-00B

Added relief for Cabin Pressurization System (Unpressurized without cabin occupants).

-30-02-00B

Added relief for Cabin Pressurization System (Unpressurized without cabin occupants).

-31-02-04

Added relief for Any Mode
(Excluding manual).

-31-02-04

Added relief for Any Mode
(Excluding manual).

-32-01-01

Added relief for Gauge Lighting.

-50-02-01

Added relief for Compressor Hour Meter.

-50-02-02

Added relief for Compressor Light.

-50-02-03

Added relief for Barometric Switch.

-50-03-05

Added relief for Forward.

-50-03-06

Added relief for Aft.

-61-02

Added relief for Temperature Control Panel.

-61-02-01

Added relief for Temperature Selector.

-61-02-03

Added relief for Temperature Display.

-62-01-03

Added relief for Supply Duct.

-62-01-03

Added relief for Supply Duct.

ATA 22

Flight Director Mode Selector Annunciator moved from ATA 31. Autopilot Mode Controller AP and YD buttons moved from ATA 31. Flight Director Mode Select Panel moved from ATA 34.

-13-03-01

Added relief for Altitude.

-13-03-03

Added relief for Approach.

-13-03-05

Added relief for Back Course.

-13-03-09

Added relief for Flight Level Change.

-13-03-11

Added relief for Heading.

-13-03-12

Added relief for Navigation.

-13-03-13

Added relief for Vertical Navigation.

-13-03-14

Added relief for Vertical Speed.

ATA 23

AFIS Static Wick deleted. Moved Security System from ATA 25.

-00-01-03

Added relief for Antenna/Jack
(For portable device).

-12-01-03

Added relief for Antenna/Jack
(For portable device).

-12-01-04

Added relief for Airborne Flight Information System (AFIS).

HIGHLIGHTS OF CHANGE

ATA 23

- 20-01-03 Added relief for Internet.
- 20-05 Added relief for AFIS Printer.
- 40-04 Added relief for Passenger Seat Belt / Safety Chime.
- 50-01-01 Added relief for Microphone Selector.
- 50-01-01 Added relief for Microphone Selector.
- 50-01-02 Added relief for Audio Selector / Volume Control.
- 50-01-02 Added relief for Audio Selector / Volume Control.
- 50-01-03 Added relief for Marker Beacon Mute.
- 50-02 Added relief for Cabin / Observer Intercom System.
- 50-02-01 Added relief for Switch / Headphone Jack Panel.
- 50-04-01 Added relief for Jack.
- 50-04-02 Added relief for Holder.
- 50-05-03 Added relief for Active Noise Reduction (ANR) Function.
- 50-05-04 Added relief for Powered Headset System.
- 50-05-04 Added relief for Powered Headset System.
- 50-07-01 Added relief for Yoke Switch.
- 50-07-02 Added relief for Remote Glareshield Switch.
- 60-01-05 Added relief for Elevator
(Each side).
- 60-01-08 Added relief for Rudder.
- 70-01-02 Added relief for Underwater Locator Device (ULD).
- 70-01-03A Added relief for Datalink Recording.
- 70-01-03B Added relief for Datalink Recording.
- 70-02 Added relief for Forward-facing Glareshield Camera.

ATA 24

- 37-01 Added relief for APU DC Amperage Gauge/Indication.
- 37-01 Added relief for APU DC Amperage Gauge/Indication.
- 60-01-00A Added relief for DC Cockpit Outlet (Outlet not required).
- 60-01-00B Added relief for DC Cockpit Outlet (Outlet required).
- 60-03 Added relief for Interior Disconnect.

ATA 25

- Cockpit Curtain moved from ATA 52. Passenger Seat Headrest, Recline Mechanism, Floor Tracking, Pedestal Tracking, and Swivel incorporated into Passenger Seat Controls. Moved Cockpit Flashlight and Holder to ATA 33.
- 20-06-03 Added relief for Seat Belt / Shoulder Harness.
 - 20-06-04 Added relief for Seat Belt / Shoulder Harness Keeper.
 - 50-01 Added relief for Baggage Restraint System.
 - 50-01-01A Added relief for Anchor Plate.
 - 50-01-01B Added relief for Anchor Plate.
 - 50-02-00A Added relief for Cabin Storage Compartment.
 - 50-02-00B Added relief for Cabin Storage Compartment.
 - 50-02-01 Added relief for Shelving.
 - 50-02-02 Added relief for Key Lock.

ATA 26

- 11-03 Added relief for Cabin Smoke Detector.
- 12-03 Added relief for Engine Fire Bell.

HIGHLIGHTS OF CHANGE

ATA 27	Horizontal Stabilizer Actuator deleted.
-31-01-02	Added relief for Control Wheel Trim Switch.
ATA 28	
-10-01-00B	Added relief for Over-wing Refueling Cap Lock (Failed locked).
-10-02-02	Added relief for Manual Defuel Select Valve.
-41-02	Added relief for Fuel Quantity Indicating System.
-41-02	Added relief for Fuel Quantity Indicating System.
-41-02	Added relief for Fuel Quantity Indicating System.
ATA 30	Engine Anti-Ice System (with flow) deleted.
-70-01	Added relief for Drain Heater.
ATA 31	Autopilot Mode Controller AP and YD buttons moved to ATA 22. Enhanced Vision System moved to ATA 34. TAWS Annunciator moved to ATA 34. Battery Overtemp Annunciator deleted. Cabin door warning systems moved to ATA 52. Electronic Checklist moved from ATA 46. Throttle Detent Indicator moved to ATA 76.
-10-01-04	Added relief for Emergency Shutoff.
-30-02	Added relief for Engine Event Marker.
-30-03-02	Added relief for Underwater Locator Device (ULD).
-40-02-01	Added relief for Remote Controller.
-50-01-33	Added relief for APU Generator Off.
ATA 32	
-44-01	Added relief for Tire Pressure Monitoring System.
-46-01	Added relief for Nose Wheel Spin Up System.
-46-01-01	Added relief for Cockpit Indicator.
ATA 33	Divider Accent Light incorporated in Cabin Interior Lighting. Exit Sign Lighting (three items) deleted. Cockpit Flashlight moved from ATA 25. Toilet Service Lights moved to ATA 38.
-10-01-00A	Added relief for Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting) (Day).
-10-02-00A	Added relief for Cockpit Flood Light (Single light failed).
-10-02-00B	Added relief for Cockpit Flood Light (Both lights failed).
-10-03-00A	Added relief for Cockpit Map Light (Single light failed).
-10-03-00B	Added relief for Cockpit Map Light (Both lights failed).
-10-06	Added relief for Supplemental Glareshield Lighting System.
-40-01-01	Added relief for LED Wing Light (Per light).
-40-03-00B	Added relief for Landing Light (Both lights failed, night).
-40-04-00A	Added relief for Main Cabin Door Step Lights (Select lights failed).
-40-04-00B	Added relief for Main Cabin Door Step Lights (All lights failed).
-40-07-00B	Added relief for Recognition Light (Both lights failed, night).
-50-03	Added relief for Emergency Lighting Battery.
-50-05	Added relief for Emergency Lighting Inertia "G" Switch.
ATA 34	Display Control Panel deleted. Enhanced Vision System moved from ATA 31. Heads-Up Display deleted as not applicable to this aircraft.
-12-01	Added relief for Air Temperature Gauge / Indication.
-23-01-01	Added relief for Internal Lighting.
-25-01-01	Added relief for Radio Tuning.

HIGHLIGHTS OF CHANGE

ATA 34

- 25-01-02 Added relief for DATA BASE Button.
- 25-01-03 Added relief for Memory Buttons.
- 25-01-04 Added relief for CHART Button.
- 25-01-05 Added relief for Rotate Button.
- 25-01-06 Added relief for ZOOM Button.
- 25-01-07 Added relief for Joystick.
- 25-03-00A Added relief for Flight Director System (Single side failed).
- 25-04 Added relief for Multi-Function Display.
- 25-11-02 Added relief for Course Direct.
- 25-11-03 Added relief for Heading Sync.
- 45-02 Added relief for Traffic Collision Avoidance Device (TCAD).
- 52-01-01 Added relief for Elementary and Enhanced Downlink Aircraft Reportable Parameters
(Not required by 14 CFR).
- 57-01-01 Added relief for Antenna/Jack
(For portable device).
- 60-01 Added relief for Data Loader.
- 60-02-02 Added relief for Takeoff and Landing Data (TOLD) Calculation Function or Database.
- 60-03 Added relief for Information Management Server.

ATA 35

- 20-01-00A Added relief for Passenger Oxygen System (With cabin occupants).
- 20-01-00C Added relief for Passenger Oxygen System (Cabin unpressurized).

ATA 38

- 30-01 Toilet Service Lights moved from ATA 33.
Added relief for Relief Tube.
- 30-02 Added relief for Lavatory External Service System.

ATA 46

Electronic Checklist moved to ATA 31.

ATA 49

- 50-02-01 Added relief for Max Cool Function.
- 50-02-01 Added relief for Max Cool Function.
- 70-01 Added relief for APU Exhaust Gas Temperature (EGT) Display.
- 70-01 Added relief for APU Exhaust Gas Temperature (EGT) Display.
- 70-02 Added relief for APU Speed (RPM%) Display.
- 70-02 Added relief for APU Speed (RPM%) Display.

ATA 52

- 10-01-02 Cabin curtain moved to ATA 25. Door warning systems moved from ATA 31.
Added relief for Precatch.
- 30-01-01B Added relief for Key Lock
(Failed locked).
- 40-01-01B Added relief for Key Lock
(Failed locked).
- 43-01 Added relief for Hydraulic Access Door Lock
(Failed unlocked).

HIGHLIGHTS OF CHANGE

ATA 52

- 46-02 Added relief for Brake Service Door Lock (Failed unlocked).
- 46-03 Added relief for Engine Oil and Service Door Lock (Failed unlocked).
- 46-04 Added relief for Lavatory Service Door Lock (Failed unlocked).
- 47-01 Added relief for Auxiliary Power Unit (APU) Service Door Lock (Failed unlocked).
- 70-01-02 Added relief for Emergency Exit.

ATA 53

- 45-01 Added relief for Life Raft Mooring Ring.

ATA 76

Throttle Detent Indicator moved from ATA 31.

ATA 77

- 14-01-01 Added relief for Standby N1.
- 14-01-02 Added relief for Standby N2.
- 22-01 Added relief for Engine ITT Gauge / Indication.

ATA 79

- 30-01 Added relief for Engine Chip Detector.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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DEFINITIONS AND PREAMBLE		

DEFINITIONS

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

PREAMBLE

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

GUIDELINES FOR (M) & (O) PROCEDURES

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

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 560XL Master Minimum Equipment List (P/N 56XCOMP-07-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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SECTION ONE

COMPONENT ORIENTED MMEL RELIEF

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-20-01	Cabin Overhead Air Outlet	C	-	0	
-20-02	Cockpit Overhead Air Outlet	C	2	0	
-20-03	Cockpit Warm Air Side Console Outlet	C	2	0	
-21-03	Cabin Recirculation Fan (WEMAC Boost) (Units -5001 thru -5372)	C	1	0	
-21-04	Cockpit Recirculation Fan	C	1	0	
-21-08	Nose Avionics Cooling Fan (Radome Fan) (Units -5001 thru -5830)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM RADOME FAN abnormal procedure.
-21-08	Nose Avionics Cooling Fan (Radome Fan) (Units -6001 and on)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM RADOME FAN FAIL amber message procedure.
-21-11	Display Fan (Units -5501 thru -5830)	B	3	0	May be inoperative provided aircraft is operated in accordance with AFM DU FAN 1, 2, or 3 abnormal procedure.
-21-13	Integrated Avionics Fan (IC-600/615) (Units -5001 thru -5830)	B	2	0	May be inoperative provided aircraft is operated in accordance with AFM IC FAN 1 or 2 abnormal procedure.
-21-14	Internal Equipment Fan (Units -5001 thru -5830)				
-01	AHRS (Number 1 AHRS only) (Excluding GH-3000-equipped aircraft)	B	2	1	
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-21-14	Internal Equipment Fan (Units -5001 thru -5830) (Continued)				
-01	AHRS (GH-3000-equipped aircraft)	B	2	1	
-02	Radio Management Unit	B	2	1	
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-30-02	Cabin Pressurization System				
-00A	(Unpressurized with cabin occupants) (Units -5001 thru -5830)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) EMER DUMP is selected ON, c) Aircraft is operated at 13,500 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by 14 CFR. NOTE: CAB ALT red annunciator may illuminate at 10,000 feet cabin altitude. (Continued)

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-30-02	Cabin Pressurization System (Continued)				
-00A	(Unpressurized with cabin occupants) (Units -6001 and on)	C	1	0	(O) May be inoperative provided: a) CABIN PRESS MODE is selected to MANUAL, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 13,500 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by 14 CFR. NOTE: CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 10,000 +/- 350 feet cabin altitude.
-00B	(Unpressurized without cabin occupants) (Units -5001 thru -5830)	C	1	0	(M) (O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) Emergency pressurization system is deactivated, c) EMER DUMP is selected ON, d) PASS OXY is selected to OFF, e) No cabin occupants are carried, f) Aircraft is operated at FL250 or below, and g) Flight crew oxygen system is used as required by 14 CFR. NOTE: CAB ALT red annunciator may illuminate at 10,000 feet cabin altitude. (Continued)

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-30-02	Cabin Pressurization System (Continued)				
-00B	(Unpressurized without cabin occupants) (Units -6001 and on)	C	1	0	(M) (O) May be inoperative provided: a) CABIN PRESS MODE is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, d) PASS OXY is selected to OFF, e) No cabin occupants are carried, f) Aircraft is operated at FL250 or below, and g) Flight crew oxygen system is used as required by 14 CFR. NOTE: CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 10,000 +/- 350 feet cabin altitude.
-30-03	Emergency Pressurization System (Failed closed)	C	1	0	(O) May be inoperative provided: a) Emergency pressurization valve is verified closed, and b) Aircraft is operated at FL410 or below.

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-31-02	Cabin Pressurization System Mode				
-01	Automatic Schedule Mode	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Cabin differential pressure gauge / indication is operative, c) Cabin altitude gauge / indication is operative, and d) Cabin vertical speed gauge / indication is operative.
-03	Isobaric Mode	C	1	0	May be inoperative provided automatic schedule mode is operative.
-04	Any Mode (Excluding manual) (Units -5001 thru -5830)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) PRESS SYSTEM SELECT AUTO/MANUAL switch is selected to MANUAL, c) Aircraft is operated using manual pressurization, and d) No cabin occupants are carried.
-04	Any Mode (Excluding manual) (Units -6001 and on)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) CABIN PRESS MODE is selected to MANUAL, c) Aircraft is operated using manual pressurization, and d) No cabin occupants are carried.

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-32-01	Cabin Altitude Gauge/Indication				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Gauge Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.
-32-02	Cabin Differential Pressure Gauge/Indication				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-32-03	Cabin Vertical Speed Gauge/Indication				
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-8	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-33-02	Pressure Regulating Valve (Flow Control Valve)				
-00A	(Pressurized) (Units -5001 thru -5830)	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, and c) Aircraft is operated at FL250 or below. NOTE: If right side is inoperative, nose wheel spin up system, if installed, is considered inoperative (Refer to item 32-46-01).
-00A	(Pressurized) (Units -6001 and on)	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, and c) Aircraft is operated at FL250 or below. NOTE: PRESS SOURCE NOT NORM amber message may appear. (Continued)

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-9	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-33-02	Pressure Regulating Valve (Flow Control Valve) (Continued)				
-00B	(Unpressurized) (Units -5001 thru -5830)	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and e) Nose wheel spin up system, if installed, is considered inoperative (Refer to item 32-46-01).
-00B	(Unpressurized) (Units -6001 and on)	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
NOTE: PRESS SOURCE NOT NORM amber message may appear.					

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 21-10	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-50-01	Air Cycle Machine (Units -5001 thru -5372)	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-01	Air Cycle Machine (Units -5501 thru -5830)	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and f) Aircraft is operated in accordance with AFM Ground Operation temperature limitations without air conditioning.

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-50-01	Air Cycle Machine (Units -6001 and on)	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02). NOTE: PRESS SOURCE NOT NORM white message may appear.
-50-02 ***	Vapor-cycle Air Conditioning System (Excluding APU-equipped aircraft)	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.
-01 ***	Compressor Hour Meter (Excluding APU-equipped aircraft)	C	1	0	(O) May be inoperative provided compressor hours are tracked by alternate means.
-02	Compressor Light (A/C ON) (Excluding APU-equipped aircraft)	C	1	0	
-03	Barometric Switch (Excluding APU-equipped aircraft)	B	1	0	May be inoperative provided A/C is selected OFF above FL180.

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		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
-50-03	Evaporator Fan (Excluding APU-equipped aircraft)				
-05	Forward (Excluding APU-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, and b) Forward evaporator fan is deactivated.
-06	Aft (Excluding APU-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Forward evaporator fan is operative, b) Aft evaporator fan is deactivated, and c) WEMAC BOOST LO or HIGH is not selected.
-60-01	Cockpit and Cabin Temperature Control System	C	4	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Automatic Mode	C	2	0	May be inoperative provided associated temperature control system manual mode is used.
-02	Manual Mode	C	2	0	May be inoperative provided associated temperature control system automatic mode is used.
-61-01 ***	Cabin Temperature Remote Control (Units -5001 thru -5372)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NRM.
-61-01	Cabin Temperature Remote Control (Units -5501 thru -5830)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NRM.

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-61-01	Cabin Temperature Remote Control (Units -6001 and on)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NORM.
-61-02	Temperature Control Panel	C	1	0	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (Refer to item 21-60-01-01).
-01	Temperature Selector	C	2	1	One may be inoperative or knob missing provided affected temperature control system (automatic and manual) is considered inoperative (Refer to item 21-60-01).
-02	Temperature Display Selector	C	1	0	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (Refer to item 21-60-01-01).
-03	Temperature Display	C	1	0	May be inoperative provided all temperature indication systems are considered inoperative (Refer to item 21-62-01).
-62-01	Temperature Indication System				
-01A	Cabin (With cabin occupants)	C	1	0	(O) May be inoperative provided alternate means are established and used to determine cabin temperature.
-01B	Cabin (Without cabin occupants)	C	1	0	
-02	Cockpit	C	1	0	
(Continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-62-01	Temperature Indication System (Continued)				
-03	Supply Duct (Units -5001 thru -5830)	C	2	1	One may be inoperative provided: a) Associated air temperature control system automatic mode is considered inoperative (Refer to item 21-60-01-02), and b) Associated duct overheat amber annunciator is monitored during temperature adjustment.
-03	Supply Duct (Units -6001 and on)	C	2	1	One may be inoperative provided: a) Associated air temperature control system automatic mode is considered inoperative (Refer to item 21-60-01-02), and b) Associated AIR DUCT OVERTEMP amber message is monitored during temperature adjustment.

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		4. REMARKS AND EXCEPTIONS			
22	AUTOFLIGHT				
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected)				
-00A	Left Control Wheel	C	1	0	May be inoperative provided: a) Right control wheel button is operative, b) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
-00B	Right Control Wheel	C	1	0	May be inoperative provided: a) Left control wheel button is operative, b) Pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
-00C	(All buttons failed)	B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative (Refer to item 22-10-03), and b) Electric elevator trim is considered inoperative (Refer to item 27-31-01).
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -5001 thru -5830)	C	2	0	

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		4. REMARKS AND EXCEPTIONS			
22	AUTOFLIGHT				
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P SYNC) (Units -6001 and on)	C	2	0	
-10-03	Autopilot System (Units -5001 thru -5830)	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM.
-10-03	Autopilot System (Units -6001 and on)	B	1	0	May be inoperative provided: a) YD/AP DISC bar is selected down, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM.
-10-04	Takeoff/Go-Around Button (GA)				
-00A	(Single button failed)	C	2	1	One may be inoperative.
-00B	(Both buttons failed)	C	2	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot flying side.
NOTE: FMS missed approach procedure must be manually advanced.					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTOFLIGHT				
-10-05	Yaw Damper (Units -5001 thru -5830)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).
-10-05	Yaw Damper (Units -6001 and on)	B	1	0	May be inoperative provided: a) YD/AP DISC bar is selected down, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).
-13-01	Autopilot Controller Annunciator (PC-400) (Failed to illuminate) (Units -5001 thru -5830)				
-01	Autopilot (AP button - ENGAGE annunciation)	C	1	0	May be inoperative provided AP ENG annunciation appears in PFD flight director mode box.
-05	Yaw Damper (YD button - ENGAGE annunciation)	B	1	0	May be inoperative provided yaw damper is considered inoperative (Refer to item 22-10-05).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
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		4. REMARKS AND EXCEPTIONS			
22 AUTOFLIGHT					
-13-03	Flight Guidance Controller Annunciator (MS-560) (Failed to illuminate) (Units -5001 thru -5830)				
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-03	Approach (APR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-05	Back Course (BC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-11	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-12	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-13	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.

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		4. REMARKS AND EXCEPTIONS			
22	AUTOFLIGHT				
-13-04	Flight Guidance Controller Function Control (FGP-3000) (Units -6001 and on)				
-01	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.
-02	Approach (APPR button)	B	1	0	May be inoperative provided procedures do not require its use.
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative (Refer to item 22-10-03).
-04	Back Course (B/C button)	C	1	0	May be inoperative provided procedures do not require its use.
-05	IAS/Mach Change-over (PUSH IAS/MACH)	D	1	0	
-06	Coupled Side (AP XFR button)	C	1	0	May be inoperative provided arrow points to pilot flying side.
-07	Course (CRS1 or CRS2 knob)	B	2	1	One may be inoperative provided procedures do not require its use.
-08	Course Direct (CRS1 or CRS2 PUSH DIRECT)	C	2	0	
-09	Flight Director (FD button)	B	2	1	One may be inoperative provided button is operative on pilot flying side.
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
22	AUTOFLIGHT				
-13-04	Flight Guidance Controller Function Control (FGP-3000) (Units -6001 and on) (Continued)				
-11	Half Bank (1/2 BANK)	C	1	0	
-13	Heading Sync (HDG PUSH SYNC)	C	1	0	
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.
-16	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided procedures do not require its use.
-17	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.
-18	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-00-01 ***	Flight Phone / SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.
-02	Cabin Handset	D	-	0	
-03	Antenna/Jack (For portable device)	D	-	0	May be inoperative.
-10-01 ***	High Frequency (HF) Communication System				
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
(Continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-10-01 ***	High Frequency (HF) Communication System (Continued)				
-00B	(Dual LRCS required)	C	-	1	(O) May be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: <ul style="list-style-type: none"> a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If SATCOM voice is to be used over intended route of flight, SATCOM voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available, prior coordination with appropriate ATS (FIR) facility is required. <p>NOTE: SATCOM voice is to be used only as a backup to normal HF communications.</p>
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged provided: <ul style="list-style-type: none"> a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative (Refer to item 23-10-01).

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.
-03 ***	Antenna/Jack (For portable device)	D	-	0	May be inoperative.
-04 ***	Airborne Flight Information System (AFIS) (VHF AFIS-equipped aircraft)	D	1	0	May be inoperative provided procedures do not require its use.
-20-01 ***	Satellite Datalink Service				
-02A	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.
-02B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Internet	D	-	0	
-05 ***	Airborne Flight Information System (AFIS) (SAT AFIS-equipped aircraft)	D	1	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS					
-20-03 ***	Selective Call (SELCAL) (System or individual channel)				
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(SELCAL required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-05 ***	AFIS Printer (Skyprinter or equivalent)	D	1	0	
-40-01 ***	Automatic Cabin Briefer	D	1	0	
-40-03	Passenger Address (PA) System	D	1	0	
-40-04	Passenger Seat Belt / Safety Chime	C	1	0	(O) May be inoperative provided: a) Passenger address system is operative, and b) Cabin occupants are briefed by alternate means.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-50-01	Audio Panel (Per side)				
-01	Microphone Selector (COM 1, COM 2, HF 1, HF 2, PAGE, CABIN Button) (Per side) (Units -5001 thru -5830)	C	-	-	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR.
-01	Microphone Selector (COM1, COM2, HF, PA Button) (Per side) (Units -6001 and on)	C	-	-	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR.
-02	Audio Selector / Volume Control (COM 1, COM 2, HF 1, HF 2, NAV 1, NAV 2, ADF 1, ADF 2, DME 1, DME 2, MLS 1, ML2 2, MKR) (Per side) (Units -5001 thru -5830)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.
-02	Audio Selector / Volume Control (COM1, COM2, HF, PA, NAV1, NAV2, ADF1, ADF2, DME1, DME2, MKR) (Per side) (Units -6001 and on)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.
-03	Marker Beacon Mute (MUTE) (Per side)	C	1	0	

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-50-02 ***	Cabin / Observer Intercom System	D	1	0	May be inoperative provided procedures do not require its use.
-01	Switch / Headphone Jack Panel	D	-	0	
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker.
-50-04	Cockpit Hand Microphone				
-00A		D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-00B		C	2	0	May be inoperative provided associated boom microphone is operative.
-01	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative (Refer to item 23-50-04).
-02	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.

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		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with 14 CFR.
-02	Headset Earphones / Headphones	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-04 ***	Powered Headset System (Units -5001 thru -5830)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.
-04	Powered Headset System (Units -6001 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-50-06	Cockpit Headset Audio System				
-00A		C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR or procedures.
-50-07	Push-to-talk (PTT) Switch (Failed deselected)				
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.
-02	Remote Glareshield Switch	C	-	0	

-50-08	Radio Management Unit (RMU) (Units -5001 thru -5830)	C	2	1	(O) One may be inoperative provided: a) Standby radio control unit is verified operative, and b) COM 1 is verified operative.

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		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS					
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.
-01	Aileron (Each side)	-	1	1	NOTE: This static wick is required. Relief should not be taken under another installation area.
-02	Wing Tip Assembly (Each side)	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.
-04	Wing Trailing Edge (Each side)	-	1	1	NOTE 1: Wing trailing edge is area between aileron and wing tip assembly. NOTE 2: This static wick is required. Relief should not be taken under another installation area.
-05	Elevator (Each side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.
-08	Rudder	C	3	1	Two may be damaged or missing provided uppermost wick is installed and not damaged.
-09	Stinger	-	1	1	NOTE: This static wick is required. Relief should not be taken under another installation area.
	Airborne Flight Information system (AFIS)				Deleted, Revision 07.

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23 COMMUNICATIONS					
-70-01	Cockpit Voice Recorder (CVR)				
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within three flight days.
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR.
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR.
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within three flight days.
-70-02 ***	Forward-facing Glareshield Camera	D	-	0	
-70-03 ***	Security System (Securaplane)	D	1	0	

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24 ELECTRICAL POWER					
-21-01	AC Bearing (AC BEARING L or R annunciator illuminated) (Units -5001 thru -5830)	A	2	0	May be failed provided aircraft is operated in accordance with AFM AC BEARING L OR R (ALTERNATOR BEARING FAILURE) abnormal procedure.
-21-01	AC Bearing (Units -6001 and on)	A	2	0	May be failed provided aircraft is operated in accordance with AFM AC GENERATOR BEARING L and/or R white message procedure.
-30-01	APU DC Generating System (APU-equipped aircraft)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.
-30-02	Engine DC Generating System (Units -5001 thru -5830 APU-equipped aircraft)	A	2	1	One may be inoperative provided: a) Associated GEN switch is selected OFF, b) APU DC generating system is used throughout flight, c) Aircraft is operated at FL300 or below, and d) Repairs are made within three flight days. NOTE: GEN OFF L or R amber annunciator may illuminate.
-30-02	Engine DC Generating System (Units -6001 and on)	A	2	1	One may be inoperative provided: a) Associated GEN switch is selected OFF, b) APU DC generating system is used throughout flight, c) Aircraft is operated at FL300 or below, and d) Repairs are made within three flight days. NOTE: DC GENERATOR OFF L or R amber message may appear.

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24 ELECTRICAL POWER					
-31-02 ***	Battery Temperature Indicator	C	1	0	
-37-01	APU DC Amperage Gauge/Indication (Units -5001 thru -5830 APU-equipped aircraft)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: APU GEN OFF white annunciator may illuminate.
-37-01	APU DC Amperage Gauge/Indication (Units -6001 and on)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: APU GENERATOR OFF white message may appear.
-40-01	External Power System	D	1	0	
-50-01 ***	AC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.
-60-01 ***	DC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.
-60-02 ***	Ground Dispatch Power System	C	1	0	

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24	ELECTRICAL POWER				
-60-03	Interior Disconnect	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Interior power system is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin electrical systems or are not carried. <p>NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to: Cabin interior lighting, cabin window shade system, galley appliances, galley drain, vanity drain, forward equipment fan, aft equipment fan, cabin AC inverter, and cabin entertainment system.</p>

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25	EQUIPMENT / FURNISHINGS				
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.
-10-01	Cockpit Assist Handle	D	1	0	
-10-02 ***	Cockpit Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be missing, or inoperative provided crewmember's field of vision is not obstructed.
-10-05	Flight Crew Seat (Per seat)				
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	2	0	(M) May be missing, or inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.
(Continued)					

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25	EQUIPMENT / FURNISHINGS				
-10-05	Flight Crew Seat (Per seat) (Continued)				
-05 ***	Thigh Support	D	1	0	May be inoperative provided full flight control movement is available.
-06	Vertical Adjustment	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.
-10-09 ***	Yoke-mounted Chart Holder	D	-	0	
-01 ***	Light	D	-	0	
-20-05	Non-essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.

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25	EQUIPMENT / FURNISHINGS			
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat)	D	-	0 May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).
-01A	Armrest (With seat controls)	D	-	0 May be inoperative or missing with seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any cabin occupant from access to aisle, and c) If armrest is missing, affected seat controls are considered inoperative (Refer to item 25-20- 06-02).
-01B	Armrest (Without seat controls)	D	-	0 May be missing, or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to aisle.
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0 (M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff and landing position.
(Continued)				

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25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat) (Continued)				
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be inoperative with seat occupied provided control is failed in taxi, takeoff and landing position.
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (Refer to item 25-20-06).
-03	Seat Belt / Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	
-30-01	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.
-40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its most current revision.

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25	EQUIPMENT / FURNISHINGS			
-50-01	Baggage Restraint System	D	-	0 Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.
-01A	Anchor Plate	C	-	0 Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.
-01B	Anchor Plate	C	-	0 (M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.

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25	EQUIPMENT / FURNISHINGS			
-50-02	Cabin Storage Compartment			
-00A		C	-	0 (M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".
-00B		C	-	0 (M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, including those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".
(Continued)				

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25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment (Continued)				
-01	Shelving	D	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.
-02 ***	Key Lock	D	-	0	May be inoperative in unlocked position.
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be inoperative or missing.
-60-03	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.

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

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26	FIRE PROTECTION				
-11-01 ***	Baggage Compartment Smoke Detection System	C	1	0	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.
-11-02 ***	Lavatory Smoke Detector	C	1	0	
-11-03 ***	Cabin Smoke Detector	C	1	0	
-12-01	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative (Refer to item 49-20-01).
-12-03 ***	Engine Fire Bell	C	1	0	May be inoperative provided bell is not required by 14 CFR.
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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27 FLIGHT CONTROLS					
-20-01	Rudder Pedal Adjustment System	B	4	2	(M) (O) Two may be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.
-31-01	Electric Elevator Trim	B	1	0	(M) (O) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).
-02	Control Wheel Trim Switch (Fails to arm or drive trim)	B	2	1	One switch pair may be inoperative provided switch pair is operative at pilot flying station.
-31-02	Elevator Trim Tab Position Indicator / Indication				
-01	Pointer Tip (Units -5001 thru -5830)	C	1	0	(M) May be missing provided an alternate means of marking indicator tip is established and used.
	Horizontal Stabilizer Actuator				Deleted, revision 07.

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27	FLIGHT CONTROLS				
-51-01	Flap Position Indicator / Indication				
-01	Pointer Tip	C	1	0	(M) May be missing provided an alternate means of marking indicator tip is established and used.
-60-01	Speed Brake Actuation System	B	1	0	(M) (O) May be inoperative provided: a) Speed brakes are deactivated in retracted position, b) Steep approaches are not performed, c) Aircraft is operated at VMO of 280 KIAS / MMO of 0.70 or below, and d) Aircraft is operated at FL410 or below.
-70-02	Control / Gust Lock System (Failed unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.

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28	FUEL				
-10-01 ***	Over-wing Refueling Cap Lock				
-00A	(Failed unlocked)	D	-	0	
-00B	(Failed locked)	C	-	0	NOTE: If Single-Point Refueling door lock is also failed in locked position or SPR system is inoperative, refueling will not be possible.
-10-02	Single-point Refueling (SPR) System	C	1	0	
-02	Manual Defuel Select Valve	C	2	0	May be inoperative provided aircraft is not defueled using SPR system.
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both fuel quantity indicating systems are operative, and c) Repairs are made within three flight days.

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28	FUEL			
-41-02	Fuel Quantity Indicating System (Units -5001 thru -5372)	A	2	1 (O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled overwing to a known, balanced quantity, e) APU use is limited to thirty cumulative minutes if RH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and AP ROLL MISTRIM amber annunciator, and h) Repairs are made within three flight cycles.

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28	FUEL				
-41-02	Fuel Quantity Indicating System (Units -5501 thru -5830)	A	2	1	<p>(O) One indication may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled overwing to a known, balanced quantity, e) APU use is limited to thirty cumulative minutes if RH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and ROL TRIM amber PFD indication, and h) Repairs are made within three flight cycles.

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28	FUEL				
-41-02	Fuel Quantity Indicating System (Units -6001 and on)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) APU use is limited to thirty cumulative minutes if RH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and RETRIM L-R WING DOWN amber message, and h) Repairs are made within three flight cycles.
-43-01	Fuel Temperature Indication	C	2	1	One may be inoperative.

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30	ICE AND RAIN PROTECTION				
-10-02	Stabilizer Pneumatic Boot De-Ice System (Failure to inflate) (Horizontal) (Automatic or manual mode failed)	B	1	0	(O) May be inoperative provided: a) All de-ice boots are verified to be deflated and held down when service air system is active, b) TAIL switch is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System	C	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING/ENGINE ANTI-ICE switches are selected OFF or ENGINE ON, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System	A	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Affected WING/ENGINE switch is selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within three flight days.
	Failed On (Flow)				Deleted, Revision 07.

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30	ICE AND RAIN PROTECTION			
-30-03	Pitot Tube Heater (Excluding Standby)	B	2	1 One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by 14 CFR, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04	Static Port Heater (Excluding Standby)	B	4	3 One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.
-30-05	Temperature Probe Heater (Rosemont TAS) (Units -5001 thru -5830)	C	1	0 May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-01	Rain Removal System (Fan)	C	1	0 May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR.

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30	ICE AND RAIN PROTECTION				
-40-02	Windshield Electric Anti-Ice System (Units -5001 thru -5830)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) Affected ANTI-ICE WINDSHIELD switch is selected OFF, c) A means to clear windshield of moisture is readily available, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-02	Windshield Electric Anti-Ice System (Units -6001 and on)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) A means to clear windshield of moisture is readily available, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-04	Windshield Rain Repellant	C	1	0	May be missing provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR.
-40-05	Frost Pane Defog System	C	2	0	
-70-01	Drain Heater (Aft evaporator fan, refreshment center, aft vanity basin, and / or cockpit relief tube)	C	-	0	(M) May be inoperative provided: a) Drain heaters are deactivated, and b) Aft evaporator fan, refreshment center, aft vanity basin, and cockpit relief tube (if installed) overboard drains are considered inoperative (Refer to item 38-30-04).

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31	INSTRUMENTS				
-10-01	APU Maintenance Panel (APU-equipped aircraft)				
-01	ADD OIL Light (Failed lamp test) (Units -5001 thru -5639 not incorporating SB560XL-49- 15)	C	1	0	May be inoperative provided APU oil level is visually verified.
-02	LOW OIL Light (Amber) (Failed lamp test) (Units -5001 thru -5639 incorporating SB560XL-49- 15 and units -5640 and on)	C	1	0	May be inoperative provided APU oil level is visually verified.
-02	LOW OIL Light (Red) (Failed lamp test) (Units -5001 thru -5639 not incorporating SB560XL-49- 15)	C	1	0	May be inoperative provided: a) Amber ADD OIL light does not illuminate during preflight test, and b) APU oil level is visually verified.
-03	APU Oil Test (LAMP TEST or OIL CHK) (APU-equipped aircraft)	C	2	0	May be inoperative provided APU oil level is visually verified.
-04	Emergency Shutoff (APU-equipped aircraft)	C	1	0	
-20-01 ***	APU Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.

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31 INSTRUMENTS					
-20-05 ***	Engine Takeoff Target Power Indicator / Computer (Units -5001 thru -5830)	D	1	0	
-30-02	Engine Event Marker (Function, ENG DATA SCAN button, or EVENT MARKER button)	D	1	0	May be inoperative provided procedures do not require its use.
-30-03 ***	Flight Data Recorder				
-00A	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.
(Continued)					

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31 INSTRUMENTS					
-30-03 ***	Flight Data Recorder (Continued)				
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
-01B	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection /check of FDR.
-02	Underwater Locator Device (ULD)	C	1	0	May be inoperative provided device is not required by 14 CFR.
-30-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by procedures.

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31	INSTRUMENTS				
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.
-01 ***	Remote Controller (Units -5001 thru -5830)	D	-	0	
-50-01	Annunciator (Failed to illuminate) (Units -5001 thru -5830)				
-02	Accessory Door (ACC DOOR UNLOCKED - NOSE / TAIL)	C	3	0	May be inoperative provided associated door warning systems are considered inoperative. NOTE: Refer to airframe maintenance manual for doors monitored.
	BATT O'TEMP Annunciator				Deleted, Revision 07.
-06	Cabin Altitude (CAB ALT)	C	1	0	May be inoperative provided cabin altitude warning system is considered inoperative (Refer to item 31-50-02).
-07	Cabin Door (CABIN DOOR)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01-07).
-08	Cabin Door Seal (DOOR SEAL)	B	1	0	(O) May be inoperative provided: a) Door seal inflation is verified prior to each flight, and b) Aircraft is operated at FL250 or below.
					(Continued)

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31 INSTRUMENTS					
-50-01	Annunciator (Failed to illuminate) (Units -5001 thru -5830) (Continued)				
-11	Duct Overheat (AIR DUCT O'HEAT - CKPT / CAB)	C	3	2	(O) One position annunciation may be inoperative provided: a) Associated supply temperature indicating system is operative and monitored to ensure temperature remains at 300 degrees F (149 degrees C) or below, and b) Cockpit and cabin automatic temperature control systems are operative.
-12	Emergency Pressurization (EMER PRESS)	C	1	0	(M) May be inoperative provided emergency pressurization system is verified operative.
-13	Engine Anti-Ice (ENG ANTI-ICE - LH / RH)	C	3	2	One position annunciation may be inoperative provided associated engine anti-ice system is considered inoperative (Refer to item 30-20-01).
-17	Generator Off / Fail (GEN OFF - L / R)	C	3	2	(O) One position annunciation may be inoperative provided affected generator voltage and amperage is monitored.
-18	Hydraulic Flow Low (LO HYD FLOW - L / R)	C	3	2	(O) One position annunciation may be inoperative provided associated hydraulic system is verified operative prior to each flight.
-19	Hydraulic Volume Low (LO HYD LEVEL)	C	1	0	May be inoperative provided hydraulic quantity is verified adequate on reservoir sight gauge prior to every flight.
(Continued)					

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31 INSTRUMENTS					
-50-01	Annunciator (Failed to illuminate) (Units -5001 thru -5830)				
-21	Lavatory Door (LAV DOOR)	B	1	0	May be inoperative provided lavatory door warning system is considered inoperative (Refer to item 52-70-01-04).
-26	Pitot / Static Heater Off / Fail (P/S HTR - L / R)	B	3	2	One position annunciation may be inoperative provided pitot tube and static port heater are considered inoperative (Refer to items 30-30-03 and 30-30-04).
-29	Wing Anti-Ice (WING ANTI-ICE - L / R)	C	3	2	One position annunciation may be inoperative provided associated wing anti-ice system is considered inoperative (Refer to item 30-10-04).
-33 ***	APU Generator Off (Units -5001 thru -5372)	C	1	0	
-50-02	Cabin Altitude Warning System (Aural and / or visual warning failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-03	Central Warning				
-01	Master Warning Light (Failed to illuminate)	C	2	1	One may be inoperative.
-02	Master Warning Cancel / Reset Function	C	2	1	One may be inoperative.
-03	Master Caution Light (Failed to illuminate)	C	2	1	One may be inoperative.
-04	Master Caution Cancel / Reset Function	C	2	1	One may be inoperative.

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		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-44-01 ***	Tire Pressure Monitoring System (STC ST02127LA)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.
-46-01 ***	Nose Wheel Spin Up System	D	1	0	(M) May be inoperative provided: a) Nose wheel is verified to rotate freely, b) Aft bleed air butterfly valve is secured closed, and c) Gravel runway operations are not conducted.
-01	Cockpit Indicator	D	1	0	May be inoperative provided gravel runway operations are not conducted.

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		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)				
-00A	(Day)	C	-	0	May be inoperative provided aircraft is not operated at night.
-00B	(Night)	C	-	-	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-10-02	Cockpit Flood Light				
-00A	(Single light failed)	C	2	1	One may be inoperative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.

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33 LIGHTS					
-10-03	Cockpit Map Light				
-00A	(Single light failed)	C	2	1	One may be inoperative provided a cockpit flood light is operative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided: a) A cockpit flood light is operative, and b) A flashlight is available to affected crewmember.
-10-05	Windshield Ice Detection Light				
-00A	(Single light failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-10-06	Supplemental Glareshield Lighting System (AUX PANEL LIGHT)	C	1	0	May be inoperative provided aircraft is not operated at night.

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33 LIGHTS					
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)				
-00A		C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)				
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used to notify cabin occupants, and b) Sign is not required by 14 CFR.
-00B	(Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.
	Exit Sign Lighting (Incandescent)				Deleted, Revision 07.
	Light Source for Pyramid Exit Sign (LED)				Deleted, Revision 07.
-30-01	Aft Baggage Compartment Light	C	3	0	

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33 LIGHTS					
-30-04	Tailcone Maintenance Light	C	1	0	
-40-01	Anti-Collision Light System (Wing strobe)				
-00A		C	1	0	May be inoperative provided system is not required by 14 CFR.
-00B		A	1	0	May be inoperative provided: a) Position / navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.
-01 ***	LED Wing Light (Per light) (LED element)	C	36	34	One element may be inoperative on the outboard and rear-facing Printed Circuit Boards (PCB). NOTE: Anti-collision light system is still considered operative.
-40-02	Ground Recognition Light (Beacon)	C	1	0	NOTE: Position / navigation or anti-collision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.
-40-03	Landing Light (Wingtip)				
-00A	(Single light failed)	C	2	1	One may be inoperative provided a wingtip recognition light is operative on same side of aircraft as inoperative landing light.
(Continued)					

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33	LIGHTS				
-40-03	Landing Light (Wingtip) (Continued)				
-00B	(Both lights failed, night)	A	2	0	May be inoperative provided: a) Both belly fairing lights are operative, b) Both wingtip recognition lights are operative, and c) Repairs are made within three flight days.
-00C	(Both lights failed, day)	C	2	0	May be inoperative provided aircraft is not operated at night.
-40-04	Main Cabin Door Step Lights				
-00A	(Select lights failed)	C	6	3	One may be inoperative on each step.
-00B	(All lights failed)	C	6	0	May be inoperative provided an alternate source of illumination is available.
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated at night.

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33	LIGHTS				
-40-07	Recognition Light (Wingtip)				
-00A	(Single light failed)	C	2	1	One may be inoperative provided a wingtip landing light is operative on same side of aircraft as inoperative recognition light.
-00B	(Both lights failed, night)	C	2	0	May be inoperative provided: a) Both belly fairing lights are operative, and b) Both wingtip landing lights are operative.
-00C	(Both lights failed, day)	C	2	0	May be inoperative provided aircraft is not operated at night.
-01 ***	Pulse Light Mode	D	1	0	(M) (O) May be inoperative provided: a) Pulse light system is deactivated, b) Both recognition lights are verified operative for night operations, and c) Belly fairing light pulse mode is considered inoperative (Refer to item 33-40-09-01).
-40-08 ***	Tail Flood Light	D	2	0	
-40-09	Belly Fairing Light				
-00A	(Single light failed)	C	2	1	One may be inoperative.
-00B	(Both lights failed, night)	C	2	0	May be inoperative provided: a) Both wingtip recognition lights are operative, and b) Both wingtip landing lights are operative.
(Continued)					

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33	LIGHTS				
-40-09	Belly Fairing Light (Continued)				
-00C	(Both lights failed, day)	C	2	0	May be inoperative provided aircraft is not operated at night.
-01 ***	Pulse Light Mode	D	1	0	(M) (O) May be inoperative provided: a) Pulse light system is deactivated, b) Both belly fairing lights are verified operative for night operations, and c) Wingtip recognition light pulse mode is considered inoperative (Refer to item 33-40-07-01).
-40-10	Wing Inspection Light				
-00A	(Single light failed)	C	2	1	One may be inoperative provided ground deicing procedures do not require its use.
-00B	(Both lights failed)	C	2	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.

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33	LIGHTS				
-50-02	Dropped-aisle Lighting System (LED or Incandescent)				
-01	Left Forward Half (Emergency Lighting) (Units -5001 thru -5364 not incorporating SB560XL-33-11)	C	-	-	Up to six incandescent bulbs (three pairs) may be inoperative provided no two adjacent pairs are inoperative. NOTE: Dropped-aisle lighting system is still considered operative.
-01	Left Forward Half (Emergency Lighting) (Units -5365 and on and Units -5002 thru -5364 incorporating SB560XL-33-11)	C	-	-	Up to four LED elements may be inoperative within any two-foot length. NOTE: Dropped-aisle lighting system is still considered operative.
-02	Left Aft Half	C	-	0	
-03	Right Aft Half (Emergency Lighting) (Units -5001 thru -5364 not incorporating SB560XL-33-11)	C	-	-	Up to six incandescent bulbs (three pairs) may be inoperative provided no two adjacent pairs are inoperative. NOTE: Dropped-aisle lighting system is still considered operative.
-03	Right Aft Half (Emergency Lighting) (Units -5365 and on and Units -5002 thru -5364 incorporating SB560XL-33-11)	C	-	-	Up to four LED elements may be inoperative within any two-foot length. NOTE: Dropped-aisle lighting system is still considered operative.
-04	Right Forward Half	C	-	0	

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33	LIGHTS				
-50-03	Emergency Lighting Battery (Aft) (Excluding Pack 1 UF004)	B	1	0	(O) May be inoperative provided: a) Main cabin door exit signs are verified operative, b) Left forward dropped-aisle lighting is verified operative, c) Exterior emergency lights are considered inoperative (Refer to item 33-50-04), d) No cabin occupants are carried, and e) Aircraft is not operated at night.
-50-04	Exterior Emergency Light	B	3	0	May be inoperative provided aircraft is not operated at night.
-50-05	Emergency Lighting Inertia "G" Switch (Latched on)	B	1	0	May be inoperative provided EMER LTS switch OFF position is verified to extinguish emergency lighting.

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34 NAVIGATION					
-12-01 ***	Air Temperature Gauge / Indication (SAT / TAT)	D	1	0	
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, b) Aircraft does not depart from an airport where repair or replacement can be made, c) Aircraft is not operated RVSM, and d) Repairs are made within three flight days.
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-18-01	Angle of Attack (AOA) System				
-01 ***	Indexer	C	-	0	
-02	Indicator (Units -5001 thru -5372)	C	1	0	May be inoperative provided stick shaker is verified operative.
-18-02	Angle of Attack (AOA) Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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34 NAVIGATION					
-22-02	Standby Horizontal Situation Indicator (Heading information only) (Units -5001 thru -5830)	B	1	0	May be inoperative provided: a) Dual heading information sources are operative, and b) Magnetic compass is operative.
-22-02	Standby Horizontal Situation Indicator (EHSI-4000) (Units -6001 and on)	B	1	0	(O) May be inoperative provided flight crew verifies heading information is present on standby flight display prior to each flight.
-23-01	Non-stabilized Magnetic Compass (Units -5001 thru -5830)				
-00A	(Day, VMC)	B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
-01	Internal Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read compass.

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34 NAVIGATION					
-24-01	Mechanical Slip / Skid Indicator (Units -5001 thru -5372)	B	3	2	One may be inoperative provided either left PFD bezel slip / skid indicator or standby flight display slip / skid indicator is operative.
-25-01	Cursor Control Panel (Units -6001 and on)	B	2	1	One may be inoperative provided: a) Copilot Multi-function Display (MFD) is operative, and b) Affected Multi-function Display (MFD) is controlled using on-side Display Control Panel (DCP) CCP MENU function.
-25-01	Cursor Control Panel (Units -6001 and on)				
-01	Radio Tuning (Includes all CCP radio controls) (Per side)	C	1	0	May be inoperative provided radios are tuned through control display unit.
-02	DATA BASE Button (Excluding dual FSU-equipped aircraft)	C	2	1	One may be inoperative provided database currency is verified using operative button.
-03	Memory Buttons (MEM1, MEM2, MEM3) (Per side)	D	3	0	
-04	CHART Button (Per side)	C	1	0	NOTE: Electronic charts will not be available, alternate charts must be carried.
-05	Rotate Button (Per side)	C	1	0	NOTE: Some electronic charts may not be legible, alternate charts must be carried.
(Continued)					

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34 NAVIGATION					
-25-01	Cursor Control Panel (Units -6001 and on) (Continued)				
-06	ZOOM Button (Per side)	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather zoom function will not be available.
-07	Joystick (Per side)	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather pan function will not be available.
-25-02	Display Unit (MFD) (Units -5501 thru -5830)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) MFD DIM is selected OFF, and c) All functions of PFD controllers are operative.
-25-02	Display Unit (Copilot MFD) (Units -6001 and on)	C	1	0	May be inoperative provided right display REVERSION selector is selected to REV TO PFD.
	Display Control Panel (DCP)				Deleted, Revision 07.

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	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-25-03	Flight Director System				
-00A	(Single side failed)	C	2	1	One side may be inoperative provided: a) Command bars are not present on affected side, and b) Approach or departure procedures do not require its use.
-00B	(Both sides failed)	B	2	0	May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require its use, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).
-25-04 ***	Multi-Function Display (Argus 7000CE, Garmin MX-20 or GMX-200)	D	-	0	
-25-05	Display Controller (DC-550) (Units -5001 thru -5830)				
-01	Bearing Selector (BRG) (Per side)	C	2	1	One may be inoperative provided procedures do not require its use.
-02	Minimums Selector (RAD-BARO) (Per side) (Units -5501 thru -5830)	C	1	0	May be inoperative provided procedures do not require its use.
-03	Minimums Knob (MINIMUMS) (Per side) (Units -5501 thru -5830)	C	1	0	May be inoperative or knob may be missing provided procedures do not require its use.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-05	Display Controller (DC-550) (Units -5001 thru -5830) (Continued)				
-03	Minimums Knob (RA) (Per side) (Units -5001 thru -5372)	C	1	0	May be inoperative or knob may be missing provided procedures do not require its use.
-04	Navigation Source Selector (NAV-PREVIEW-FMS) (Per side)	C	-	0	May be inoperative provided: a) Button is operative on pilot flying side, and b) Flight director/autopilot is coupled to pilot flying side.
-05	Timer Control (ET) (Per side) (Units -5001 thru -5372)	C	1	0	May be inoperative provided procedures do not require its use.
-06	HSI Mode Selector (HSI) (Per side)	C	1	0	May be inoperative provided current horizontal situation indicator display on PFD is acceptable to flight crew.
-07	Weather Radar / Terrain Selector (WX/TERR) (Per side) (Units -5501 thru -5830)	C	1	0	May be inoperative provided procedures do not require its use.
-09	Barometer Standard (PUSH STD) (Per side) (Units -5501 thru -5830)	C	1	0	
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-05	Display Controller (DC-550) (Units -5001 thru -5830) (Continued)				
-20	Flight Director Single Cue / Cross Pointer Selector (SC/CP) (Per side) (Units -5001 thru -5372)	C	1	0	
-21	Ground Speed / Time To Go Selector (GSPD/TTG) (Per side) (Units -5001 thru -5372)	C	1	0	
-25-08	MFD Controller (MC-800) (Units -5001 thru -5830)				
-01	Checklist Control (NORM, EMER, RCL, PAG, SKP, ENT) (Units -5001 thru -5372)	C	6	0	NOTE: Any functions or controls that operate normally may be used.
-01	Checklist Control (NORM, EMER, RCL, PAG, SKP, ESC) (Units -5501 thru -5830)	C	6	0	NOTE: Any functions or controls that operate normally may be used.
-02	Timer Control (ET1, ET2, ST1, ST2) (Units -5501 thru -5830)	C	4	0	May be inoperative provided procedures do not require its use.
-03	Map Mode Control (MAP/PLAN)	C	1	0	
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-08	MFD Controller (MC-800) (Units -5001 thru -5830) (Continued)				
-04	Range Control (RNG INC-DEC)	C	1	0	May be inoperative provided current map range is acceptable to the flight crew.
-05	Weather / Terrain Selector (WX) (Units -5001 thru -5372)	C	1	0	May be inoperative provided weather radar is displayed on PFD when required.
-05	Weather / Terrain Selector (WX/TERR) (Units -5501 thru -5830)	C	1	0	May be inoperative provided weather radar and terrain are displayed on PFD when required.
-06	Map Symbol Control (VOR, APT or DAT) (Units -5001 thru -5372)	C	3	0	
-07	Joystick	C	1	0	
-08	Data Set Knob (Units -5501 thru -5830)	C	1	0	
-25-11	Course / Heading Panel Function Control (RI-553) (Units -5001 thru -5830)				
-01	Course	B	2	1	One may be inoperative provided procedures do not require its use.
-02	Course Direct (PUSH DIR)	C	2	0	
-03	Heading Sync (PUSH SYNC)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-30-01 ***	Enhanced Vision System (EVS)	D	1	0	
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative (Refer to item 34-32-01), c) Procedures do not require its use, and d) System is not required by 14 CFR.
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
	Heads-Up Display (HUD)				Deleted, Revision 07.
-36-01 ***	Reactive Windshear System (Includes TAWS windshear mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-44-01	Radio Altimeter System				
-00B	(TAWS or TCAS II required) (Units -5001 thru -5830)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within two flight days. NOTE: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended.
-00B	(TAWS or TCAS II required) (Units -6001 and on)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within two flight days. NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended. NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and c) Repairs are made within two flight days.
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) May be inoperative provided alternate procedures are established and used.
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 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.
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-04A	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class A TAWS required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0	
(Continued)					

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 34-12	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Continued)				
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	C	-	0	
-05A	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required)	B	-	0	
-05B	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required)	C	-	1	May be inoperative provided affected glideslope or glidepath is not used.
-06	Terrain Display (Class B TAWS required)	C	-	0	
-06A	Terrain Display (Individual display failed) (Class A TAWS required)	C	-	1	
-06B	Terrain Display (All displays failed) (Class A TAWS required)	B	-	0	
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0	
(Continued)					

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: CESSNA 560XL		REVISION NO. 07 DATE: 04/28/2014		PAGE NO. 34-13	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Continued)				
-07A	Switch (Flap Override, Terrain Inhibit, Terrain Display Inhibit) (Class A TAWS required)	B	-	0	
-07B	Switch (Other excluding TAWS Test) (Class A TAWS required)	C	-	0	
-08	Annunciator / Indication (Class B TAWS required)	C	-	0	
-08A	Annunciator / Indication (Terrain Inhibited) (Class A TAWS required)	B	-	0	
-08B	Annunciator / Indication (Other) (Class A TAWS required)	C	-	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)				
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
-00B	(TCAS required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-01	Traffic Advisory (TA) Display (TCAS II only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.
-02A	Resolution Advisory (RA) Display (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.
-02B	Resolution Advisory (RA) Display (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Advisory (TA) display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-45-01	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Continued)				
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II only)	C	2	1	One side may be inoperative provided: a) Traffic Advisory (TA) and Resolution Advisory (RA) displays are operative on pilot flying side, and b) Audio function is operative.
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function (Above / below)	C	-	0	
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0	
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A	(Individual transponder failed)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS, if installed, is considered inoperative (Refer to item 34-45-01), and d) Aircraft is not operated RVSM.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.
-54-01	Very High Frequency Omni Range (VOR) System	C	-	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.
-01 ***	Antenna/Jack (For portable device)	D	-	0	
-60-01	Data Loader	C	-	0	
-60-02	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.
-01	Fuel Planning Function	C	-	0	
-02 ***	Takeoff and Landing Data (TOLD) Calculation Function or Database	D	1	0	Function may be inoperative or database may be not loaded.
-60-03 ***	Information Management Server (IMS-3500) (Units -6001 and on)	D	1	0	May be inoperative provided navigation database, electronic charts, and performance database are loaded by alternate means.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-61-01 Navigation Database		C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each flight, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35	OXYGEN				
-00-03	Oxygen System				
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-02 ***	Servicing Panel Pressure Gauge	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-03	Blowout Disk / Green Label	C	1	0	May be missing or damaged provided oxygen pressure is verified prior to each flight.
-10-01	Flight Crew Oxygen System				
-02 ***	Adjustable Tension Control (EROS mask)	C	-	0	May be inoperative provided affected oxygen mask harness is verified operative prior to each flight.
-20-01	Passenger Oxygen System				
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within four minutes to a cabin pressure altitude of 13,000 feet at all points along route to be flown, and c) Aircraft is operated at FL250 or below.
-00B	(Without cabin occupants)	C	1	0	May be inoperative provided: a) PASS OXY is selected OFF, and b) No cabin occupants are carried.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35	OXYGEN				
-20-01	Passenger Oxygen System (Continued)				
-00C	(Cabin unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".
-02	Drop-out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop-out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded "DO NOT OCCUPY".
-30-01 ***	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Inoperative oxygen bottle is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38	WATER/WASTE				
-10-01 ***	Potable Water System	C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure system is not serviced.
-01	Individual Components	C	-	0	(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 system operating normally may be used.
-30-01 ***	Relief Tube (Cockpit)	C	1	0	(M) May be damaged or inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded "DO NOT USE".
-30-02 ***	Lavatory External Service System	C	1	0	(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.
-04	System Precharge Annunciator (Green PRECHARGE)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.
-09	System Overfill Annunciator (Red OVERFILL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE					
-30-03	Lavatory Waste System	C	1	0	Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE".
-30-04	Overboard Drain (Excluding drain heater)				
-01	Aft Vanity Basin	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from basin, and b) Basin is placarded "DO NOT USE".
-02 ***	Evaporator Fan (Aft) (Excluding APU-equipped aircraft)	C	1	0	May be damaged or obstructed provided aft evaporator fan is considered inoperative.
-03	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: All liquid is removed from refreshment center hot liquid storage and drip pan, a) Refreshment center hot liquid storage and drip pan are placarded "DO NOT USE", and b) Ice drawer drain valve remains closed.
-04 ***	Relief Tube (Cockpit)	C	1	0	May be damaged or obstructed provided cockpit relief tube is considered inoperative (Refer to item 38-30-01).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
45	CENTRAL MAINT. SYSTEMS				
-00-02	Central Maintenance System (Maintenance Diagnostic Computer - MDC) (Units -6001 and on)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
46	INFORMATION SYSTEMS				
-00-01 ***	Electronic Flight Bag (EFB) System				
-00A	Class 3 EFB (Includes IFIS)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	Class 3 EFB (Includes IFIS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
-01A	Data Connectivity (Class 2)	D	-	0	May be inoperative provided procedures do not require its use.
-01B	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02A	Power Connection (Class 1 & 2)	D	-	0	May be inoperative provided procedures do not require its use.
-02B	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-03A	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.
-03B	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
49	AIRBORNE AUXILIARY POWER				
-20-01	Auxiliary Power Unit (APU) (APU-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require its use.
-30-01	APU Fuel Shutoff Valve (APU-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) APU fuel shutoff valve is verified closed, and b) APU is considered inoperative (Refer to item 49-20-01).
-50-02	APU Bleed Air System (APU-equipped aircraft)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.
-01	Max Cool Function (Units -5501 thru -5830)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is not selected to MAX COOL, and b) APU bleed control valve is verified operative.
-01	Max Cool Function (Units -6001 and on)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM MAX COOL is selected OFF, and b) APU bleed control valve is verified operative.
-70-01	APU Exhaust Gas Temperature (EGT) Display (Units -5001 thru -5830 APU-equipped aircraft)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber annunciator is operative and does not illuminate during APU start.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
49	AIRBORNE AUXILIARY POWER				
-70-01	APU Exhaust Gas Temperature (EGT) Display (Units -6001 and on)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber message and APU FAIL amber annunciator do not appear during APU start.
-70-02	APU Speed (RPM%) Display (Units -5001 thru -5830 APU-equipped aircraft)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber annunciator is operative and does not illuminate during APU start.
-70-02	APU Speed (RPM%) Display (Units -6001 and on)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber message and APU FAIL amber annunciator do not appear during APU start.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS		
52	DOORS					
-10-01	Main Cabin Door					
-01	Key Lock (Failed unlocked)	D	1	0		
-02	Precatch (Failed to catch only)	C	1	0	(O) May be inoperative provided: a) Main cabin door warning system is operative, b) It is verified door can be operated using reasonable force when latching and unlatching handle, and c) Alternate procedures for operating door are established and used.	
-03	Acoustic Seal	C	1	0	May be damaged provided seal does not interfere with door operation.	
-04A	Primary Seal (Cabin pressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL250 or below.	
-04B	Primary Seal (Cabin unpressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
						(Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-10-01	Main Cabin Door (Continued)				
-05A	Secondary Seal (Cabin pressurized)	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL250 or below.
-05B	Secondary Seal (Cabin unpressurized)	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-06	Vent Door (Units -5001 thru -5830)	C	1	0	May be inoperative provided vent door is manually closed in accordance with AFM CABIN DOOR NOT LOCKED abnormal procedure.
-06	Vent Door (Units -6001 and on)	C	1	0	May be inoperative provided vent door is manually closed in accordance with AFM CABIN DOOR amber message procedure.
-30-01	Aft Baggage Door				
-01A	Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-01B	Key Lock (Failed locked)	B	1	0	May be inoperative provided: a) Baggage compartment smoke detection system is operative, and b) Contents and weight of baggage compartment is known.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
-40-01	Nose Access Door (Per side)				
-01	Key Lock (Failed unlocked) (Units -6001 and on)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-01A	Key Lock (Failed unlocked) (Units -5001 thru -5830)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-01B	Key Lock (Failed locked) (Right door only) (Units -5001 thru -5830)	B	1	0	
-42-01	Battery Access Door Key Lock (Failed unlocked) (Units -5001 thru -5830)	D	1	0	May be inoperative provided battery access, aft baggage, and tail cone access doors are verified closed, latched, and locked prior to each flight. NOTE: ACC DOOR UNLOCKED TAIL amber annunciator may illuminate.
-42-01	Battery Access Door Key Lock (Failed unlocked) (Units -6001 and on)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight. NOTE: BATTERY DOOR amber message may appear.
-43-01 ***	Hydraulic Access Door Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-46-01 ***	Single-point Refueling (SPR) Access Door Key Lock				
-00A	(Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-00B	(Failed locked)	C	1	0	NOTE: If over-wing refueling cap locks are also failed in locked position, refueling will not be possible.
-46-02 ***	Brake Service Door Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-46-03 ***	Engine Oil and Service Door Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-46-04 ***	Lavatory Service Door Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-47-01 ***	Auxiliary Power Unit (APU) Service Door Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-48-01	Tail Cone Access Door Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-50-01 ***	Cockpit Divider Door	C	2	0	(M) May be inoperative provided door is secured open.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
-70-01	Door Warning System				
-01	Aft Baggage	C	1	0	May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
-02	Emergency Exit	C	1	0	May be inoperative provided hatch is verified closed and latched prior to each flight.
-03	Tail Cone Access	C	1	0	May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
-04	Lavatory	C	1	0	May be inoperative provided lavatory door is visually verified latched or secured open prior to each taxi, takeoff, or landing.
-05	Nose Access	C	2	0	May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-70-01	Door Warning System (Continued)				
-07	Main Cabin	B	1	0	(O) May be inoperative provided: a) Main cabin door precatch is operative, b) Lock flags are visible in all door sight glass locations, c) Cabin vent door is verified closed with cabin door closed and latched, d) Internal door handle is verified correctly stowed, e) Seat(s) immediately adjacent to or across from door are blocked and placarded "DO NOT OCCUPY", and f) Aircraft is operated at FL250 or below.
-12	Battery Access (Units -5188 and On and Units -5001 thru -5187 incorporating SB560XL-52-09)	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-70-02	Door Lock Indicator Light (Cabin door post switch panel) (Failed to illuminate or extinguish)	B	6	0	Individual lights may be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01-07).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
53	FUSELAGE				
-45-01 ***	Life Raft Mooring Ring	D	1	0	May be inoperative or damaged provided life raft is not required by 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73	ENGINE FUEL AND CONTROL				
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within three flight days.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
76	ENGINE CONTROLS				
-00-02	Electronic Engine Computer (EEC) (Automatic mode) (Units -5001 thru -5830)	C	2	0	May be inoperative provided aircraft is operated in accordance with DISPATCH WITH ELECTRONIC ENGINE COMPUTER(S) INOPERATIVE AFM supplement.
-01-01	Engine Synchronizer System (Failed off)	C	1	0	
-03-01 ***	Throttle Detent Indicator (Units -5001 thru -5109 incorporating SB560XL-76-02 and Units -5110 thru -5268)	C	1	0	
-01	Individual Light	D	6	3	One per throttle position may be inoperative provided: a) Both Electronic Engine Computers (EEC) are operative in automatic mode, and b) Engine speed is monitored.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
77	ENGINE INDICATING				
-14-01	Engine RPM Gauge / Indication (N1 Tape or Digital Indicator) (Units -5001 thru -5268)	B	4	2	Two may be inoperative provided a tape or digital indicator is operative for each engine.
-01	Standby N1 (Units -6001 and on)	A	2	1	One may be inoperative provided: a) Standby N2 and standby ITT indicators are operative, and b) Repairs are made within three flight cycles.
-02	Standby N2 (Units -6001 and on)	C	2	1	One may be inoperative provided standby N1 and standby ITT indicators are operative.
-22-01	Engine ITT Gauge / Indication (Standby ITT) (Units -6001 and on)	C	2	1	One may be inoperative provided standby N1 and standby N2 indicators are operative.
-32-01	Engine Vibration Monitor System (Engine channel)	B	2	1	One channel may be inoperative provided no abnormal vibration exists. NOTE: Engine vibration FDR parameter is considered inoperative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
78	ENGINE EXHAUST				
-30-01	Thrust Reverser	C	2	0	(M) May be inoperative provided affected thrust reverser is deactivated and secured in forward thrust position. NOTE: Flight crew should review AFM Single-Engine Reversing procedure.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
79	ENGINE OIL				
-30-01 ***	Engine Chip Detector (Failed lamp test)	B	2	1	(M) One may be inoperative provided a visual check of affected chip collector before each flight day reveals no anomalies.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

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FEDERAL AVIATION ADMINISTRATION		
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INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit **for which the crew has been trained.**

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

- A. Section One.** Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:
1. Failures which are not annunciated to crew; and
 2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.
- B. Section Two.** Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:
1. It should have only two columns:
 - a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).
 - b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the "Remarks or Exceptions" column of the conventional "LRU oriented" MMEL.
Note: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The “(O)” indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:
 - a. Procedures accomplished using cockpit (or cabin) system controls.
 - b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
 - c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and
 - d. Visual inspection behind panels (internal or external).
 - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).
 - 2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and
 - 3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane;
 - b. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

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White CAS Message	Dispatch Consideration	
AC GENERATOR BEARING L and/or R	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC BEARING GENERATOR L and/or R white message procedure.	
*** FDR FAIL	Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.	

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Amber CAS Message	Dispatch Consideration	
<p>AOA HEAT FAIL</p> <p>APU GENERATOR OFF</p> <p>APU FAIL</p> <p>AFT BAGGAGE DOOR</p> <p>BATTERY DOOR</p> <p>CABIN DOOR</p> <p>CABIN DOOR SEAL</p> <p>EMERGENCY EXIT</p> <p>ENGINE ANTI-ICE COLD L or R</p> <p>FUEL GAUGE L or R</p> <p>FUEL LEVEL LOW L or R (when fuel quantity is known to be above threshold)</p> <p>LAVATORY DOOR</p> <p>NOSE DOOR L and/or R</p> <p>PITOT/STATIC COLD L or R (when selected ON)</p>	<p>Aircraft may be dispatched provided Angle of Attack (AOA) heater is considered inoperative.</p> <p>Aircraft may be dispatched provided Auxiliary Power Unit (APU) DC generating system is considered inoperative.</p> <p>Aircraft may be dispatched provided Auxiliary Power Unit (APU) is considered inoperative.</p> <p>Aircraft may be dispatched provided aft baggage door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided battery access door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided main cabin door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided main cabin door primary seal is considered inoperative.</p> <p>Aircraft may be dispatched provided emergency exit door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided engine inlet anti-ice is considered inoperative.</p> <p>Aircraft may be dispatched provided fuel quantity indicating system is considered inoperative.</p> <p>Aircraft may be dispatched provided fuel low level indicating system is considered inoperative.</p> <p>Aircraft may be dispatched provided lavatory door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided nose access door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided pitot or static port heater is considered inoperative.</p>	

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Amber CAS Message	Dispatch Consideration	
<p>RADOME FAN FAIL</p> <p>TAIL DE-ICE FAIL L and/or R</p> <p>TAILCONE ACC DOOR</p> <p>TAWS BASIC FAIL</p> <p>TAWS SYSTEM FAIL</p> <p>TAWS TERR FAIL or</p> <p>TAWS TERR NOT AVAIL</p> <p>*** TAWS WINDSHEAR FAIL</p> <p>WINDSHIELD HEAT INOP L or R</p> <p>WING ANTI-ICE COLD L and/or R</p>	<p>Aircraft may be dispatched provided nose avionics cooling fan is considered inoperative.</p> <p>Aircraft may be dispatched provided stabilizer pneumatic boot de-ice system is considered inoperative.</p> <p>Aircraft may be dispatched provided tail cone access door warning system is considered inoperative.</p> <p>Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) Modes 1 - 6 are considered inoperative.</p> <p>Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.</p> <p>Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) forward looking terrain avoidance function and premature descent alert function are considered inoperative.</p> <p>Aircraft may be dispatched provided reactive windshear system is considered inoperative.</p> <p>Aircraft may be dispatched provided windshield anti-ice system is considered inoperative.</p> <p>Aircraft may be dispatched provided wing bleed air anti-ice system is considered inoperative.</p>	