



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

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# Master Minimum Equipment List (MMEL)

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Revision: 03  
Date: 11/28/2013

## **Cessna-680** **CE-680/680**

For PART 91 and PART 135 ONLY

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## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 680

REVISION NO. 03

DATE: 11/28/2013

PAGE NO.

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## HIGHLIGHTS OF CHANGE

**NOTE**

This revision is a reissuance in its entirety. Refer to previous revision for changes against existing relief. All CAS messages have been moved to Section Two. Removed Oil Level Sensor and ATA 79. This revision incorporates a new numbering system. Item numbers may not be sequential.

**ATA 21**

All relief with instructions for unpressurized flight now refers to global relief for the cabin pressurization system.

-20-03

Added relief for Cockpit Warm Air Torso Outlet.

-20-04

Added relief for Cold Air Supply Valve.

-21-06

Added relief for Glareshield Fan.

-30-02-00A

Added relief for Cabin Pressurization System.

-30-02-00B

Added relief for Cabin Pressurization System.

-31-01-01

Added relief for Manual Altitude Lever.

-31-01-02

Added relief for Manual Rate Selector.

-31-01-03

Added relief for Altitude Selector.

-31-01-04

Added relief for Cabin Pressurization Mode Switch.

-31-01-05

Added relief for Cabin/Aircraft Altitude Selector Gauge.

-31-01-06

Added relief for Cabin/Aircraft Altitude Selector Gauge Lighting.

-31-02-04

Added relief for Any Mode.

-32-01-01

Added relief for Gauge Lighting.

-32-03-01

Added relief for Gauge Lighting.

-61-02

Added relief for Temperature Control Panel.

-61-02-01

Added relief for Temperature Selector.

-61-02-02

Added relief for Temperature Display Selector.

-61-02-03

Added relief for Temperature Display.

-62-01-03

Added relief for Supply Duct.

-70-01

Added relief for Water Separator.

**ATA 22**

Flight Guidance Controller moved from ATA 34.

-13-03

Added relief for Pedestal Autopilot Pitch Wheel.

-30-01

Added relief for Autothrottle System.

-30-01-01A

Added relief for Throttle Disengage Button.

-30-01-01B

Added relief for Throttle Disengage Button.

-30-01-01C

Added relief for Throttle Disengage Button.

-30-01-02A

Added relief for Throttle Engage Button.

-30-01-02B

Added relief for Throttle Engage Button.

**ATA 23**

-00-01-03

Added relief for Antenna/Jack.

-12-01-01

Added relief for VHF Datalink (VDL).

-12-01-03

Added relief for Antenna/Jack.

-20-01-03

Added relief for Internet.

-20-01-04

Added relief for Antenna/Jack.

-20-02

Added relief for Ground Avionics/Diagnostics Wi-Fi System.

-20-04

Added relief for SMS Text Message System.

-40-02-01

Added relief for Nose Wheel Well Headset Jack.

-40-02-02

Added relief for Tailcone Headset Jack.

-40-03

Added relief for Passenger Address (PA) System.

-40-04

Added relief for Passenger Seat Belt / Safety Chime.

-50-01-01

Added relief for Microphone Selector.

## HIGHLIGHTS OF CHANGE

-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.
-50-02-02	Added relief for Cockpit Audio Control Switch.
-50-02-03	Added relief for Refreshment Center Audio Panel.
-50-04-00A	Added relief for Cockpit Hand Microphone.
-50-04-00B	Added relief for Cockpit Hand Microphone.
-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.
-50-06	Added relief for Headset Audio System.
-50-07-01	Added relief for Yoke Switch.
-50-07-02	Added relief for Remote Glareshield Switch.
-60-01-03	Added relief for Winglet.
-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.
<b>ATA 24</b>	
-20-01	Added relief for Engine AC Generating System.
-37-01-01	Added relief for Gauge Lighting.
-37-02	Added relief for APU DC Voltage Gauge/Indication.
-60-01-00A	Added relief for DC Cockpit Outlet.
-60-01-00B	Added relief for DC Cockpit Outlet.
-60-03	Added relief for Interior Disconnect.
<b>ATA 25</b>	Moved Cockpit Curtain from ATA 52. Moved Refreshment Center Drain Heater to ATA 30.
-10-02-01	Added relief for Track.
-10-06-00A	Added relief for Flight Deck Observer's Seat.
-10-06-00B	Added relief for Flight Deck Observer's Seat.
-10-07	Added relief for Headset Hook.
-20-03	Added relief for Cabin Curtain.
-20-04	Added relief for Electric Cabin Window Shade.
-20-06-03	Added relief for Seat Belt / Shoulder Harness.
-20-06-04	Added relief for Seat Belt / Shoulder Harness Keeper.
-30-02	Added relief for Refreshment Center Microwave / Oven.
-50-01-01	Added relief for Latch Plate.
-50-02-01	Added relief for Shelving.
-60-02	Added relief for Crash Axe / Survival Tool.
<b>ATA 26</b>	
-13-01-01	Added relief for Air Cycle Machine (ACM).
-13-01-02	Added relief for Horizontal Stabilizer.
-13-01-03	Added relief for Wing.
-20-02	Added relief for Baggage Compartment Fire Extinguishing System.
<b>ATA 27</b>	Moved Vortex Generators to ATA 53 and 55.

## HIGHLIGHTS OF CHANGE

- 11-01 Added relief for Aileron Trim Tab Position Indicator / Indication.
- 11-01-01 Added relief for Trim Position Display Button.
- 40-01 Added relief for Yoke Stabilizer Trim Switch.
- 50-01 Added relief for Flap Handle Lighting.
- ATA 28**
- 10-01-00B Added relief for Over-wing Refueling Cap Lock.
- 41-01 Added relief for Fuel Low Level Indicating System.
- 41-02 Added relief for Fuel Quantity Indicating System.
- ATA 30**
- Moved Angle of Attack (AOA) Probe Heater from ATA 34. Moved Aft Vanity Basin Drain Heater from ATA 38.
- 10-06 Added relief for Anti-Ice Crossover Valve.
- 30-01-01 Added relief for Case.
- 40-04 Added relief for Windshield Rain Repellant.
- 40-05 Added relief for Frost Pane Defog System.
- ATA 31**
- 10-01-03 Added relief for APU Oil Test.
- 10-01-04 Added relief for Emergency Shutoff.
- 10-02-03 Added relief for Anti-Ice Crossflow.
- 10-02-05 Added relief for APU Bleed Valve Open.
- 10-02-09 Added relief for APU Ready To Load.
- 10-02-16 Added relief for Baggage Fire.
- 10-02-17 Added relief for Baggage Heat.
- 10-02-18 Added relief for Cabin Recirculating Fan.
- 10-02-20 Added relief for Cockpit Recirculating Fan.
- 10-02-21 Added relief for Cockpit Speaker Mute.
- 10-02-23 Added relief for Display Reversion.
- 10-02-27 Added relief for Engine / Stabilizer Anti-Ice.
- 10-02-30 Added relief for Engine Synchronizer.
- 10-02-31 Added relief for External Power.
- 10-02-32 Added relief for Fuel Boost.
- 10-02-35 Added relief for Interior Power.
- 10-02-47 Added relief for Secondary Baggage Fire.
- 10-02-53 Added relief for Wing Anti-Ice.
- 20-02 Added relief for Clock.
- 30-02 Added relief for FADEC Event Marker.
- 30-03-02 Added relief for Underwater Locator Device (ULD).
- 30-04 Added relief for Quick Access Recorder (QAR).
- 40-01 Added relief for Audio Checklist.
- 40-02 Added relief for Electronic Checklist.
- 50-02 Added relief for Cabin Altitude Warning System.
- 60-01 Added relief for Cockpit Fold-down Monitor.
- ATA 32**
- 41-02 Added relief for Tire Spin Down System.
- 44-01 Added relief for Tire Pressure Monitoring System.

## HIGHLIGHTS OF CHANGE

**ATA 33**

- 10-02 Added relief for Cockpit Flood Light.
- 10-02-00A Added relief for Cockpit Flood Light
- 10-02-00B Added relief for Cockpit Flood Light.
- 10-03-00A Added relief for Cockpit Map Light.
- 10-03-00B Added relief for Cockpit Map Light.
- 20-03 Added relief for Entry Lights Timer.
- 30-01-02 Added relief for Aft Door Proximity Switch.
- 40-01-01 Added relief for LED Light.
- 40-04-00A Added relief for Main Cabin Door Step Lights.
- 40-04-00B Added relief for Main Cabin Door Step Lights.
- 40-05-01 Added relief for LED Wing Light.
- 50-01 Added relief for Cockpit Flashlight.
- 50-01-01 Added relief for Holder.
- 50-03 Added relief for Emergency Lighting Battery.

**ATA 34**

- Moved Angle of Attack (AOA) Probe Heater to ATA 30. Removed Class C TAWS Equipment.
- 16-01 Added relief for Altitude Alerting System.
- 16-01-01 Added relief for Aural Alert.
- 16-01-02 Added relief for Visual Alert.
- 18-01 Added relief for Angle of Attack (AOA) System.
- 18-01-03 Added relief for Stick Shaker.
- 22-01 Added relief for AHRS Automatic Slaving System.
- 25-01-01 Added relief for Display Selection Key.
- 25-01-02 Added relief for Display Selection Button.
- 25-01-03 Added relief for Enter Button.
- 25-01-04 Added relief for TCAS Button.
- 25-01-05 Added relief for Trackball.
- 25-01-06 Added relief for Concentric Control Knobs.
- 25-02 Added relief for Display Unit.
- 25-03-00A Added relief for Flight Director System.
- 25-03-00B Added relief for Flight Director System.
- 25-04 Added relief for Mutli-Function Display.
- 25-04-01 Added relief for Database.
- 25-05-06 Added relief for HSI Mode Selector.
- 25-05-09 Added relief for Barometer Standard.
- 25-05-10 Added relief for Radio Altimeter Test.
- 25-05-11 Added relief for Range / Pan Control.
- 25-05-12 Added relief for Clear.
- 25-05-13 Added relief for Enter.
- 25-05-14 Added relief for Cursor / Select.
- 25-05-15 Added relief for Direct To.
- 25-05-16 Added relief for Flight Plan.
- 25-05-17 Added relief for Radio Control.
- 25-05-18 Added relief for Procedure.
- 25-07 Added relief for Touchscreen Controller.
- 25-10 Added relief for Synthetic Vision.

## HIGHLIGHTS OF CHANGE

- 44-03-07 Added relief for TAWS: Switch
- 44-03-08 Added relief for TAWS: Annunciator / Indication
- 45-01-03 Restored Combined TA/RA Display system.
- 52-03 Added relief for Transponder Ident Button.
- 60-02-02 Added relief for Takeoff and Landing Data (TOLD) Calculation Function or Database.

**ATA 35**

- 00-01 Added relief for Cockpit Oxygen Pressure Gauge / Indication.
- 00-01-01 Added relief for Gauge Lighting.
- 00-01-02 Added relief for Low Pressure Light.
- 00-02 Added relief for Oxygen Bottle.
- 20-02 Added relief for Therapeutic Oxygen System.

**ATA 36**

- 10-01-00A Added relief for Left.
- 10-01-00B Added relief for Right.
- 10-02-00A Added relief for Engine Bleed Air Precooler Temperature Control System.
- 10-02-00B Added relief for Engine Bleed Air Precooler Temperature Control System.

**ATA 38**

- Moved Aft Vanity Basic Drain Heater to ATA 25.
- 30-02-08 Added relief for Heater Gasket.
- 30-04-01 Added relief for Refreshment Center.
- 30-04-02 Added relief for Aft Vanity.

**ATA 45**

- 00-01 Added relief for Aircraft Recording System (ARes).

**ATA 49**

- 30-01 Added relief for APU Fuel Shutoff Valve.
- 50-01 Added relief for APU Bleed Air Heat Exchanger Fan.
- 50-02-01 Added relief for Max Cool Function.
- 70-01 Added relief for APU Exhaust Gas Temperature (EGT) Display.
- 70-02 Added relief for APU Speed (RPM%) Display.

**ATA 52**

- Moved Cockpit Curtain to ATA 25.
- 10-01-04 Added relief for Primary Seal.
- 10-01-07 Added relief for Handrail.
- 30-01-02 Added relief for Door Seal.
- 30-01-05 Added relief for Gas Spring.
- 46-01-00B Added relief for Single-point Refueling (SPR) Access Door Key Lock.

**ATA 53**

- Moved Vortex Generators from ATA 27.
- 45-01 Added relief for Life Raft Mooring Ring.
- 50-01 Added relief for Radome Erosion Boot.

**ATA 55**

Moved Vortex Generators from ATA 27.

**ATA 76**

Removed Engine FADEC System.

**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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 680	REVISION NO. 03 DATE: 11/28/2013	PAGE NO. VII
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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 680	REVISION NO. 03 DATE: 11/28/2013	PAGE NO. VIII
GUIDELINES FOR (M) & (O) PROCEDURES		

The Flight Operations Evaluation Board (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 (STC) 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 680 Master Minimum Equipment List (P/N 680COMP-03-00, 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

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IX

## SECTION ONE

## COMPONENT ORIENTED MMEL RELIEF

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		PAGE NO. 21-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-20-01	Cabin Overhead Air Outlet	C	-	0	
-20-02	Cockpit Overhead Air Outlet	C	4	0	
-20-03	Cockpit Warm Air Side Console Outlet	C	2	0	
-20-04	Cold Air Supply Valve (Units -0501 and on)	C	1	0	
-21-03	Cabin Recirculation Fan (Units -0001 thru -0500)	C	1	0	
-21-04	Cockpit Recirculation Fan	C	2	0	
-21-06	Glareshield Fan	C	2	1	One may be inoperative.
-21-09	Radio Cabinet Fan (MRC) (Per cabinet) (Units -0001 thru -0500)	C	2	1	One may be inoperative.
-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).

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		PAGE NO. 21-2	
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				
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN 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 amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound (voice-equipped aircraft) at 10,000 feet cabin altitude.
-00A	(Unpressurized with cabin occupants) (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION AUTO/MAN 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 amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.  (Continued)

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		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)				
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0500)	C	1	0	(M) (O) May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, d) PASS OXY is selected 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 amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound (voice-equipped aircraft) at 10,000 feet cabin altitude.  (Continued)

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		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 -0501 and on)	C	1	0	(M) (O) May be inoperative provided: a) PRESSURIZATION AUTO/MAN is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, d) PASS OXY is selected 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 amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.

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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				
-30-03	Emergency Pressurization System (Failed closed)				
-00A	(Units -0001 thru -0500)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) L ENG BLD AIR is selected OFF,</li> <li>b) R ENG BLD AIR is selected NORM,</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</li> <li>d) Aircraft is operated at FL250 or below.</li> </ul> <p>NOTE: BLEED SELECT NOT NORM L message may appear.</p>
-00A	(Units -0501 and on)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) L ENG BLD AIR is selected OFF,</li> <li>b) R ENG BLD AIR is selected NORM,</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</li> <li>d) Aircraft is operated at FL250 or below.</li> </ul> <p>NOTE: BLD SEL NOT NORM L message may appear.</p>
-00B		C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Emergency pressurization system is deactivated,</li> <li>b) Air cycle machine is operative,</li> <li>c) Both left and right bleed sources are operative, and</li> <li>d) Aircraft is operated at FL250 or below.</li> </ul>

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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				
-31-01	Cabin Pressurization Control Panel				
-01	Manual Altitude Lever (CABIN ALT)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-02	Manual Rate Selector (RATE)	C	1	0	May be inoperative or knob missing provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-03	Altitude Selector ("A" Knob) (Units -0001 thru -0500)	C	1	0	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (Refer to item 21-31-02-02).
-04	Cabin Pressurization Mode Switch (NORM/ALT SEL) (Units -0001 thru -0500)	C	1	0	May be inoperative provided non-selected mode is considered inoperative (Refer to item 21-31-02).
-05	Cabin/Aircraft Altitude Selector Gauge (Units -0001 thru -0500)	C	1	0	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (Refer to item 21-31-02-02).
-06	Cabin/Aircraft Altitude Selector Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.

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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				
-31-02	Cabin Pressurization System Mode				
-01	Automatic Schedule Mode (NORM) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) NORM/ALT SEL switch is selected to ALT SEL, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, g) Aircraft is operated at FL410 or below, and h) Takeoff and landing field elevation is limited to 8,000 feet or below.
-01	Automatic Schedule Mode (Units -0501 and on)	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) MODE is selected to ALTITUDE SELECT on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL410 or below.
(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				
-31-02	Cabin Pressurization System Mode (Continued)				
-02	Altitude Select Mode (ALT SEL) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) Automatic schedule mode is operative, b) NORM/ALT SEL switch is selected to NORM, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL410 or below.
-02	Altitude Select Mode (ALT SEL) (Units -0501 and on)	C	1	0	May be inoperative provided: a) Automatic schedule mode is operative, b) MODE is selected to NORMAL on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL410 or below.
(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					
-31-02	Cabin Pressurization System Mode (Continued)				
-04	Any Mode (Excluding manual) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, and b) Aircraft is operated using manual pressurization.
-04	Any Mode (Excluding manual) (Units -0501 and on)	C	1	0	May be inoperative provided: a) PRESSURIZATION AUTO/MAN is selected to MANUAL, and b) Aircraft is operated using manual pressurization.
-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, 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 (Units -0001 thru -0500)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.

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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				
-32-02	Cabin Differential Pressure Gauge/Indication				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin altitude gauge/indication is operative, b) Cabin pressurization system automatic schedule mode 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).
-32-03	Cabin Vertical Speed Gauge/Indication				
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin altitude gauge/indication is operative, and b) Cabin pressurization system automatic schedule mode is operative.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.

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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					
-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).
-33-02	Pressure Regulating Valve (Mass Flow Control Valve)				
-00A	(Pressurized) (Units -0001 thru -0500)	C	2	1	(M) One may be inoperative provided: a) Affected mass flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, c) BAGGAGE HEAT is selected OFF, and d) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).  NOTE: PRESS SOURCE NOT NORM amber message may appear.
-00A	(Pressurized) (Units -0501 and on)	C	2	1	(M) One may be inoperative provided: a) Affected mass flow control valve is secured for no flow, b) PRESS SOURCE SELECT is selected to operative source, c) BAG HEAT is selected OFF, and d) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).  NOTE: PRESS SRC NOT NORM amber message may appear.

(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				
-33-02	Pressure Regulating Valve (Mass Flow Control Valve) (Continued)				
-00B	(Unpressurized) (Units -0501 and on)	C	2	0	(M) May be inoperative provided: a) Both mass flow control valves are secured for no flow, b) PRESS SOURCE SELECT is selected OFF, c) BAG HEAT is selected OFF, 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 SRC NOT NORM amber message may appear.
-00B	(Unpressurized) (Units -0001 thru -0500)	C	2	0	(M) May be inoperative provided: a) Both mass flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) BAGGAGE HEAT is selected OFF, 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 amber message may appear.

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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				
-40-01	Baggage Heat System (Failed closed) (Units -0001 thru -0500)	C	1	0	(M) May be inoperative provided: a) Baggage heat valve is verified closed, and b) BAGGAGE HEAT is selected OFF.
-40-01	Baggage Heat System (Failed closed) (Units -0501 and on)	C	1	0	(M) May be inoperative provided: a) Baggage heat valve is verified closed, and b) BAG HEAT is selected OFF.
-50-01	Air Cycle Machine (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU SYSTEM BLEED AIR is selected OFF, c) Both mass flow 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 temperature limitations.  NOTE: PRESS SOURCE NOT NORM amber message may appear.

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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					
-50-01	Air Cycle Machine (Units -0501 and on)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) PRESS SOURCE SELECT is selected OFF,</li> <li>b) APU BLEED AIR is selected OFF,</li> <li>c) Both mass flow valves are verified closed,</li> <li>d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01),</li> <li>e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and</li> <li>f) Aircraft is operated in accordance with AFM temperature limitations.</li> </ul> NOTE: PRESS SRC NOT NORM amber message may appear.
-60-01	Cockpit and Cabin Temperature Control System				
-00	(Unpressurized)	C	2	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: <ul style="list-style-type: none"> <li>a) Associated temperature control system manual mode is used, and</li> <li>b) APU MAX COOL is selected OFF.</li> </ul>
-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 -0001 thru -0500)	D	1	0	May be inoperative provided CABIN TEMP CONTROL COCKPIT/CABIN is selected to COCKPIT.

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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				
-61-01	Cabin Temperature Remote Control (Units -0501 and on)	D	1	0	May be inoperative provided CABIN CONTROL is not selected on GTC Temperature Page.
-61-02	Temperature Control Panel (Units -0001 thru -0500)	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	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 or knob missing provided all temperature indication systems are considered inoperative (Refer to item 21-62-01).
-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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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-62-01	Temperature Indication System (Continued)				
-03	Supply Duct	C	2	1	One may be inoperative provided: a) Associated air temperature control system automatic mode is considered inoperative (Refer to item 21-60-01-01), and b) Associated DUCT O'TEMP amber message is monitored during temperature adjustment.
-70-01	Water Separator	C	1	0	May be inoperative provided Air Cycle Machine (ACM) is considered inoperative (Refer to item 21-50-01).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-01	Autopilot Disconnect Button (AP/TRIM/NWS DISC) (Failed deselected)				
-01	Left Control Wheel	B	1	0	(O) May be inoperative provided: a) Right control wheel button is operative, b) Alternate procedures for disconnecting nose wheel steering during ground operations are established and used, c) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, d) Autopilot system is not used below AFM cruise minimum use height, and e) Approach minimums do not require use of autopilot system.
-02	Right Control Wheel	B	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.
-10-02	Autopilot Interrupt/Flight Director Sync Button (TCS) (Units -0001 thru -0500)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0501 and on)	C	2	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-03	Autopilot System (Units -0001 thru -0500)				
-00A	(Single channel failed)	C	2	1	(M) One may be inoperative provided associated autopilot channel is deactivated.
-00B	(Both channels failed)	B	2	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 -0501 and on)	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT					
-10-04	Takeoff/Go-Around Button (TOGA)				
-00A		C	2	1	One may be inoperative.
-00B		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.
-10-05	Yaw Damper (Units -0001 thru -0500)				
-00A	(Single channel failed)	C	2	1	(M) One may be inoperative provided: a) Associated yaw damper is deactivated, and b) Associated autopilot channel is considered inoperative (Refer to item 22-10-03-00A).
-00B	(Both channels failed)	B	2	0	(M) May be inoperative provided: a) Yaw dampers are deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03-00B).
-10-05	Yaw Damper (Units -0501 and on)				
		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).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-01	Flight Guidance Controller Annunciator (GP-400) (Failed to illuminate) (Units -0001 thru -0500)				
-13-01	Flight Guidance Controller Annunciator (GMC 7200) (Failed to illuminate) (Units -0501 and on)				
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-03	Approach (APPR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-04	Autopilot (AP button - A or B annunciation) (Units -0001 thru -0500)	C	2	0	May be inoperative provided: a) AP ENG annunciation appears in PFD flight director mode box, and b) Associated AP FAIL cyan message does not appear.
-04	Autopilot (AP button) (Units -0501 and on)	C	1	0	May be inoperative provided: a) AP annunciation appears in PFD flight director mode box, and b) Associated AP FAIL white message does not appear.
-05	Back Course (BC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-05	Back Course (B/C button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
(Continued)					

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		PAGE NO. 22-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-01	Flight Guidance Controller Annunciator (Continued)				
-06	IAS/Mach Change-over (C/O button) (Units -0001 thru -0500)	D	1	0	
-07	Coupled Side (PFD Button - left or right arrow) (Units -0001 thru -0500)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.
-07	Coupled Side (CPL Button - left or right arrow) (Units -0501 and on)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.
-08	Flight Director (FD button) (Units -0001 thru -0500)	C	2	0	May be inoperative provided associated command bars appear on PFD attitude display.
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-10	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.
-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.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT					
-13-01	Flight Guidance Controller Annunciator (Continued)				
-13	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-14	Vertical Speed (V/S button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-14	Vertical Speed (VS button) (Units -0501 and on)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-15	Yaw Damper (YD button - A or B annunciation) (Units -0001 thru -0500)	B	2	0	May be inoperative provided yaw damper is considered inoperative (Refer to item 21-10-05-00B).
-15	Yaw Damper (YD button) (Units -0501 and on)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-02	Flight Guidance Controller Function Control (GP-400) (Units -0001 thru -0500)				
-13-02	Flight Guidance Controller Function Control (GMC 7200) (Units -0501 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 (BC button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.
-04	Back Course (B/C button) (Units -0501 and on)	C	1	0	May be inoperative provided procedures do not require its use.
-05	IAS/Mach Change-over (C/O Button) (Units -0001 thru -0500)	D	1	0	
-06	Coupled Side (CPL button) (Units -0501 and on)	C	1	0	May be inoperative provided arrow points to pilot-flying side.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-02	Flight Guidance Controller Function Control (Continued)				
-06	Coupled Side (PFD button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided arrow points to pilot-flying side.
-07	Course (CRS1 or CRS2 knob) (Units -0001 thru -0500)	B	2	1	One may be inoperative provided procedures do not require its use.
-07	Course (L CRS or R CRS knob) (Units -0501 and on)	B	2	1	One may be inoperative provided procedures do not require its use.
-08	Course Direct (CRS1 or CRS2 PUSH DCT) (Units -0001 thru -0500)	C	2	0	
-08	Course Direct (L CRS or R CRS PUSH DIR) (Units -0501 and on)	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.
-11	Half Bank (BANK Button)	C	1	0	
-13	Heading Sync (HDG PUSH SYNC)	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			
22	AUTO FLIGHT				
-13-02	Flight Guidance Controller Function Control (Continued)				
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.
-15	Pitch Wheel (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided pedestal pitch wheel is verified operative.
-16	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided procedures do not require its use.
-17	Vertical Speed (V/S button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.
-17	Vertical Speed (VS button) (Units -0501 and on)	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.
-13-03	Pedestal Autopilot Pitch Wheel (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided flight guidance panel pitch wheel is verified operative.
-20-01	Mach Trim System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM MACH TRIM FAIL amber message procedure.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT					
-30-01	Autothrottle System (Units -0501 and on)	C	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.
-01A	Throttle Disengage Button (A/T DISC)	B	2	1	One may be inoperative.
-01B	Throttle Disengage Button (A/T DISC)	B	2	0	May be inoperative provided: a) Autothrottles are disengaged using throttle engage button, and b) Autothrottles are disengaged below 500 ft AGL.
-01C	Throttle Disengage Button (A/T DISC)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (Refer to item 22-30-01).
-02A	Throttle Engage Button (A/T)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (Refer to item 22-30-01).
-02B	Throttle Engage Button (A/T)	C	2	1	One may be inoperative.

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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	(LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-00B	(LRCS required)	C	-	1	(O) One may be inoperative while conducting operations that require two long-range communication systems (LRCS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available, prior coordination with appropriate ATS (FIR) facility is required.  NOTE: SATCOM voice is to be used only as a backup to normal HF communications.

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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.
-01 ***	VHF Datalink (VDL) (Units -0501 and on)	D	-	0	May be inoperative provided procedures do not require its use.
-02 ***	Communications Management Function (CMF) (Units -0001 thru -0500)	D	1	0	May be inoperative provided procedures do not require its use.
-03 ***	Antenna/Jack (For portable device)	D	-	0	May be inoperative.
-20-01 ***	Satellite Datalink Service				
-01	Radio	D	-	0	
-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	
-04	Antenna/Jack (For portable device)	D	-	0	May be inoperative.
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0501 and on)	D	1	0	(M) May be inoperative provided system is deactivated.

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23	COMMUNICATIONS				
-20-03 ***	Selective Call (SELCAL) (System or individual channel)				
-00A		D	-	0	May be inoperative provided procedures do not require its use.
-00B		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-04 ***	SMS Text Message System (Units -0501 and on)	D	1	0	
-40-01 ***	Automatic Cabin Briefer	D	1	0	
-40-02	Crewmember Interphone System (Flight deck to ground)	D	1	0	
-01	Nose Wheel Well Headset Jack	D	1	0	
-02	Tailcone Headset Jack (On APU control panel)	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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23	COMMUNICATIONS				
-50-01	Audio Panel (Per side) (Units -0001 thru -0500)				
-01	Microphone Selector (COM 1, COM 2, HF 1, HF 2, PAGE, CABIN Button)	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)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.
-03	Marker Beacon Mute (MUTE)	C	1	0	
-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	
-02	Cockpit Audio Control Switch (CABIN INTERCOM) (Units -0001 thru -0500)	D	1	0	
-03	Refreshment Center Audio Panel (AV-850)	D	1	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.

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23 COMMUNICATIONS					
-50-04	Cockpit Hand Microphone				
-00A		C	2	0	May be inoperative provided associated boom microphone is operative.
-00B		D	2	-	Any in excess of those required by 14 CFR may be inoperative.
-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.
-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 -0501 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.

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23 COMMUNICATIONS					
-50-06	Cockpit Headset Audio System	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	
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.
-01	Aileron (Each side)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.
-02	Wing Tip Assembly (Each side) (Units -0001 thru -0500)	-	1	1	NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.
-03	Winglet (Each side) (Units -0501 and on)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.
-05	Elevator (Each side)	C	3	1	Two 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.

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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 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	

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24	ELECTRICAL				
-20-01	Engine AC Generating System	C	2	1	One may be inoperative provided affected windshield anti-ice system is considered inoperative (Refer to item 30-40-02).
-30-01	APU DC Generating System (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.
-30-01	APU DC Generating System (Units -0501 and on)	C	1	0	May be inoperative provided APU GEN is selected OFF.
-37-01	APU DC Amperage Gauge/Indication (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.
-01	Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.
-37-01	APU DC Amperage Gauge/Indication (Units -0501 and on)	C	1	0	May be inoperative provided APU GEN is selected OFF.
-37-02	APU DC Voltage Gauge/Indication	C	1	0	
-40-01	External Power System	D	1	0	
-50-01	AC Cockpit Outlet ***				
-00A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-00B		D	-	0	May be inoperative provided procedures do not require its use.

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		4. REMARKS AND EXCEPTIONS			
24	ELECTRICAL				
-60-01 ***	DC Cockpit Outlet				
-00A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-00B		D	-	0	May be inoperative provided procedures do not require its use.
-60-03	Interior Disconnect	C	1	0	(M) (O) May be inoperative provided: 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	May be missing, or inoperative provided curtain is secured open.
-01	Track	D	-	0	May be 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 inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	D	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibilty, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-10-05	Flight Crew Seat (Per seat) (Continued)				
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.
-05	Thigh Support	D	1	0	May be inoperative provided full flight control movement is available.
-06	Vertical Adjustment	D	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-10-06 ***	Flight Deck Observer's Seat				
-00A	(Seat not required)	D	1	0	May be inoperative provided: a) Seat is not required by 14 CFR, and b) Seat is correctly stowed.  NOTE: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat.  (Continued)

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25	EQUIPMENT / FURNISHINGS				
-10-06	Flight Deck Observer's Seat (Continued)				
-00B	(Seat required)	A	1	0	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an inspector for performance of official duties, b) Seat is correctly stowed, and c) Repairs are made within two flight days.
-10-07 ***	Headset Hook	D	-	0	
-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	
-20-03 ***	Cabin Curtain	D	-	0	May be missing, or inoperative provided curtain is secured open.
-20-04	Electric Cabin Window Shade (Individual shades or entire system)	D	-	0	May be inoperative provided affected window shades are failed open or in a position that does not interfere with emergency procedures.

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25	EQUIPMENT / FURNISHINGS			
-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.
-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, c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE: Affected seat(s) may include seats near inoperative seat(s).
-01	Armrest	D	-	0 May be inoperative or missing and 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 and 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 and seat occupied provided control is failed in taxi, takeoff and landing position.
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (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.
-30-02 ***	Refreshment Center Microwave / Oven	D	1	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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.
-01	Anchor Plate	C	-	0	(M) Individual anchor plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.
-50-02	Cabin Storage Compartment				
-00A		C	-	-	(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".
(Continued)					

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25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment (Continued)				
-00B		C	-	-	(M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".  NOTE: Any permanently affixed emergency equipment located in affected compartment is available for use.
-01	Shelving	D	-	-	(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.
-60-02 ***	Crash Axe / Survival Tool	D	-	-	Any in excess of those required by 14 CFR may be damaged or missing.

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25	EQUIPMENT / FURNISHINGS				
-60-03	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, 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.
-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.

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25	EQUIPMENT / FURNISHINGS				
-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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		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-11-01	Baggage Compartment Smoke Detection System (Units -0001 thru -0500)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and</li> <li>b) BAGGAGE HEAT is selected OFF.</li> </ul> <p>NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>
-11-01	Baggage Compartment Smoke Detection System (Units -0501 and on)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and</li> <li>b) BAG HEAT is selected OFF.</li> </ul> <p>NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>
-12-01	APU Fire Detection System	C	1	0	<p>May be inoperative provided APU is considered inoperative (Refer to item 49-20-01).</p>
-13-01	Bleed Leak Detection System (Failed to pass preflight test)				
-01	Air Cycle Machine (ACM) (Unpressurized)	B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Air Cycle Machine (ACM) is considered inoperative (Refer to item 21-50-01), and</li> <li>b) APU is considered inoperative (Refer to item 49-20-01).</li> </ul> <p>(Continued)</p>

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		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-13-01	Bleed Leak Detection System (Failed to pass preflight test) (Continued)				
-02	Horizontal Stabilizer	B	1	0	(M) May be inoperative provided: a) Both ANTI-ICE ENGINE/STAB switches are selected OFF, b) Both stabilizer anti-ice valves are verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-03	Wing	B	2	0	May be inoperative provided: a) Both ANTI-ICE ENGINE/STAB switches are selected OFF, b) Both ANTI-ICE WING switches are selected OFF, c) Both wing anti-ice valves are verified closed, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	APU / Baggage Compartment Fire Extinguishing System (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) APU is considered inoperative (Refer to item 49-20-01), b) Baggage compartment remains empty (excluding ballast and/or fly away kits), and c) BAGGAGE HEAT is selected OFF.  NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.

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		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
26	FIRE PROTECTION			
-20-01	APU / Baggage Compartment Fire Extinguishing System (Units -0501 and on)	C	1	0 May be inoperative provided: a) APU is considered inoperative (Refer to item 49-20-01), b) Baggage compartment remains empty (excluding ballast and/or fly away kits), and c) BAG HEAT is selected OFF.  NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.
-20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0001 thru -0500)	C	1	0 May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAGGAGE HEAT is selected OFF.  NOTE 1: If bottle is low or empty, aircraft weight and moment may need to be adjusted.  NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.

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		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0501 and on)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and</li> <li>b) BAG HEAT is selected OFF.</li> </ul> <p>NOTE 1: If bottle is low or empty, aircraft weight and moment may need to be adjusted.</p> <p>NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.</p>
-22-01	Portable Fire Extinguisher	D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Required distribution is maintained.</li> </ul>

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS					
-11-01	Aileron Trim Tab Position Indicator / Indication (Right-hand) (Units -0005, -0016, -0033, -0050 thru -0500 and Units -0001 thru -0004, -0006 thru -0015, -0017 thru -0032, -0034 thru -0049 incorporating SB680-27-02)	C	1	0	(O) May be inoperative provided: a) Right-hand aileron trim system is verified operative, b) Right-hand aileron trim tab is visually verified centered prior to each flight, and c) Split trim actuations are prohibited.
-01	Trim Position Display Button (RH AILERON TRIM DISPLAY)	C	1	0	May be inoperative provided trim position indication is considered inoperative (Refer to item 27-11-01).
-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.
-40-01	Horizontal Stabilizer Control Wheel Switch (Fails to arm or drive stabilizer)	B	2	1	One switch pair may be inoperative provided switch pair is operative at pilot flying station.
-50-01	Flap Handle Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to determine handle position.
-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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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
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	
-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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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
28	FUEL				
-41-02	Fuel Quantity Indicating System (Wing tank)	A	2	1	(O) One may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for 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 provided aircraft is not operated in North Polar Area.

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
29	HYDRAULIC POWER				
-23-01	Auxiliary Hydraulic Pump	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) HYDRAULIC PUMP AUX is selected OFF,</li> <li>b) Aircraft is chocked prior to engine start and prior to engine shutdown following arrival, and</li> <li>c) Parking brake is set as soon as main hydraulic pressure is available.</li> </ul> <p>NOTE: Parking brake is not intended for long-term parking.</p>

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-10-02	Horizontal Stabilizer Bleed Air Anti-Ice System (Failed open)	C	2	1	(M) One may be inoperative provided: a) Wing/horizontal stabilizer crossover valve is operative, b) Affected valve is secured for no flow, c) Affected ANTI-ICE ENGINE/STAB switch is selected OFF, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System				
-01	Inboard Leading Edge	C	2	1	(M) One may be inoperative provided: a) Wing/horizontal stabilizer crossover valve is operative, b) Affected valve is secured for no flow, c) Both ANTI-ICE ENGINE/STAB switches are selected OFF, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-02	Outboard Leading Edge	C	2	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Both ANTI-ICE WING switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-10-06	Anti-Ice Crossover Valve (Wing / Horizontal Stabilizer) (Units -0001 thru -0500)	C	2	0	May be inoperative provided: a) All ANTI ICE ENGINE/STAB and WING switches are selected OFF, b) WING/STAB XFLOW is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-06	Anti-Ice Crossover Valve (Wing) (Units -0501 and on)	C	1	0	May be inoperative provided: a) All ANTI ICE ENGINE/STAB and WING switches are selected OFF, b) WING XFLOW is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Both ANTI-ICE ENGINE/STAB switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-01	Angle of Attack (AOA) Heater				
-01	Case	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-02	Vane	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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		4. REMARKS AND EXCEPTIONS			
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 (RAT - Two per engine)	C	4	3	One may be inoperative provided: a) ENGINE CONTROL FAULT amber message does not appear, and b) 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 or intended landing.

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		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-40-02	Windshield Electric Anti-Ice System	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) A means to clear the windshield of moisture is 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 inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff or intended landing.
-40-05	Frost Pane Defog System	C	2	0	
-70-01	Drain Heater				
-01	Aft Vanity Basin	C	1	0	(M) May be inoperative provided: a) Drain heater is deactivated, b) All liquid is removed from basin, c) Basin is placarded "DRAIN HEAT INOP, DO NOT USE", and d) Refreshment center drain heater is considered inoperative (Refer to item 30-70-01-04).
-04	Refreshment Center Drain Heater	C	1	0	(M) May be inoperative provided: a) Drain heater is deactivated, b) Hot liquid storage tank remains empty, c) Hot liquid overflow drain is placarded "DRAIN HEAT INOP, DO NOT USE", d) Ice drawer drain valve remains closed, and e) Aft vanity basin drain heater is considered inoperative (Refer to item 30-70-01-01).

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-01	APU Maintenance Panel				
-01	ADD OIL Light (Failed lamp test) (Units -0001 thru -0084 not incorporating SB680-49-05)	A	1	0	May be inoperative provided aircraft is operated in accordance with AFM normal limitations for amber ADD OIL light illuminates during preflight test.
-02	LOW OIL Light (Amber) (Units -0001 thru -0084 incorporating SB680-49-05 and Units -0085 and on) (Failed lamp test)	A	1	0	May be inoperative provided aircraft is operated in accordance with AFM normal limitations for amber LOW OIL light illuminates during preflight test.
-02	LOW OIL Light (Red) (Units -0001 thru -0084 not incorporating SB680-49-05) (Failed lamp test)	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 PRE FLT)	C	2	0	May be inoperative provided APU oil level is visually verified.
-04	Emergency Shutoff	C	1	0	May be inoperative provided a crewmember is present in cockpit during APU operation.
-10-02	Panel Switch Lights (Failed to illuminate)				
-01	ADC Reversion (REVERSION ADC) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ADC1-2 amber PFD flag is monitored.
-02	Anti-Collision Lights (ANTI-COLL - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided anti-collision lights (stobes) are visually verified on prior to each flight.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-02	Anti-Collision Lights (ANTI-COLL - ON) (Units -0501 and on)	C	1	0	(O) May be inoperative provided anti-collision lights (strokes) are visually verified on prior to each flight.
-03	Anti-Ice Crossflow (WING/STAB XFLOW - XFLOW / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING A/I CROSSFLOW OPEN cyan and amber messages are monitored.
-03	Anti-Ice Crossflow (WING XFLOW - XFLOW / OFF) (Units -0501 and on)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I WING XFLOW OPEN white and amber messages are monitored.
-04	APU Bleed Air (BLEED AIR - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) BLEED VALVE OPEN annunciator is operative and monitored.
-04	APU Bleed Air (APU BLEED AIR - ON / OFF) (Units -0501 and on)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) APU BLD VALVE OPEN amber message and APU BLD VALVE CLOSED white message are monitored.
(Continued)					

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-05	APU Bleed Valve Open (BLEED VALVE OPEN) (Annunciator) (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU bleed air system is considered inoperative (Refer to item 49-50-02).
-06	APU Fire (APU FIRE PUSH) (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-01).
-06	APU Fire (APU FIRE) (Units -0501 and on)	C	1	0	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-01).
-07	APU Generator (GENERATOR - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, b) APU RELAY ENGAGED annunciator is operative and monitored, and c) APU DC ammeter is operative and monitored.
-08	APU Master (MASTER - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) APU controls are monitored.
-09	APU Ready To Load (READY TO LOAD) (Annunciator only) (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU RPM is verified at 95% or greater for more than four seconds before APU generating system or APU bleed air system is selected ON.
(Continued)					

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-10	APU Start (START) (Units -0001 thru -0500)	C	1	0	
-11	APU Stop (STOP) (Units -0001 thru -0500)	C	1	0	
-12	APU Test (APU TEST) (Units -0001 thru -0500)	C	1	0	
-13	Attitude / Heading Reversion (REVERSION ATT/HDG) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ATT1-2 amber PFD flag is monitored.
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP AUX - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) AUX HYDRAULIC PUMP ON cyan message is monitored.
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP AUX - ON / OFF) (Units -0501 and on)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) HYD AUX PUMP ON white message is monitored.
-15	Avionics Power (L / R AVN - ON / OFF)	C	4	0	
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-16	Baggage Fire (BAGGAGE FIRE PUSH) (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-01).
-16	Baggage Fire (BAGGAGE FIRE) (Units -0501 and on)	C	1	0	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-01).
-17	Baggage Heat (BAGGAGE HEAT - OFF) (Units -0001 thru -0500)	C	1	0	May be inoperative provided baggage heat system is considered inoperative (Refer to item 21-40-01).
-17	Baggage Heat (BAG HEAT - OFF) (Units -0501 and on)	C	1	0	May be inoperative provided baggage heat system is considered inoperative (Refer to item 21-40-01).
-18	Cabin Recirculating Fan (RECIRC AIR CABIN - NORM / HI) (Units -0001 thru -0500)	C	2	0	
-19	Cabin Temperature Remote Control (CABIN TEMP CONTROL - COCKPIT / CABIN) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Switch is selected to COCKPIT.
-20	Cockpit Recirculating Fan (RECIRC AIR CKPT - NORM / OFF) (Units -0001 thru -0500)	C	2	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			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-21	Cockpit Speaker Mute (COCKPIT SPEAKERS - ON / MUTE) (Cyan light) (Units -0001 thru -0500)	C	4	0	May be inoperative provided cockpit overhead communication speaker is considered inoperative (Refer to item 23-50-03).
-22	Day / Night (DAY/NIGHT) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.
-23	Display Reversion (DISPLAY REV - NORM / REV) (Units -0501 and on)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.
-24	EICAS (EICAS - LEFT / RIGHT) (Units -0001 thru -0500)	C	4	0	(O) May be inoperative provided switch functionality is verified operative.
-25	EICAS Power (EICAS - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.
-27	Engine / Stabilizer Anti-Ice (ENGINE/STAB - ON / OFF) (Units -0001 thru -0500)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ANTI-ICE ON ENGINE/STAB cyan message is monitored.
-27	Engine / Stabilizer Anti-Ice (ENGINE/STAB - ON / OFF) (Units -0501 and on)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ANTI-ICE ON ENG/STAB white message is monitored.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-30	Engine Synchronizer (ENGINE SYNC - NORM / OFF) (Units -0001 thru -0500)	C	2	0	May be inoperative provided SYNC green EICAS flag is monitored.
-31	External Power (EXT PWR - ON / AVAIL)	C	2	0	May be inoperative provided external power system is not utilized.
-32	Fuel Boost (FUEL BOOST - NORM / ON) (Units -0001 thru -0500)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) FUEL BOOST PUMP ON L-R cyan and amber messages are monitored.
-32	Fuel Boost (BOOST PUMP - NORM / ON) (Units -0501 and on)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) FUEL BST PUMP ON L-R white and amber messages are monitored.
-33	Ground Recognition Light (GND RECOG - ON / OFF) (Units -0001 thru -0500)	C	2	0	
-35	Interior Power (INTERIOR - NORM) (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided switch functionality is verified operative.
-35	Interior Power (INTERIOR - ON) (Units -0501 and on)	C	1	0	(O) May be inoperative provided switch functionality is verified operative.
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-36	Landing Light (LDG - ON / OFF) (Cyan light) (Units -0001 thru -0500)	C	4	0	May be inoperative provided landing lights are visually monitored.
-36	Landing Light (LDG - ON) (Cyan light) (Units -0501 and on)	C	2	0	May be inoperative provided landing lights are visually monitored.
-37	Max Cool (MAX COOL - ON / OFF) (Units -0001 thru -0500)	C	2	1	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Operative switch light is monitored.
-37	Max Cool (MAX COOL - OFF) (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) MAX COOL – ON switch light is monitored.
-38	Navigation Light (NAV - ON / OFF) (Cyan light) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided position/navigation lights are visually verified on prior to each flight.
-40	Passenger Safety (PAX SAFETY - ON / OFF) (Units -0001 thru -0500)	C	2	0	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.
(Continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-40	Passenger Safety (PAX SAFETY - ON) (Units -0501 and on)	C	1	0	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.
-41	Pitot / Static Anti-Ice (PITOT/STATIC - ON / OFF) (Units -0001 thru -0500)	B	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) PITOT/STATIC COLD L-R-STBY cyan and amber messages are monitored.
-41	Pitot / Static Anti-Ice (PITOT/STATIC - ON / OFF) (Units -0501 and on)	B	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) P/S COLD L-R-STBY white and amber messages are monitored.
-43	Pulse Light (PULSE - ON / OFF) (Cyan light) (Units -0001 thru -0500)	C	2	0	
-43	Pulse Light (PULSE - ON) (Cyan light) (Units -0501 and on)	C	1	0	
-45	Recognition Light (RECOG - ON / OFF) (Units -0001 thru -0500)	C	2	0	May be inoperative provided recognition lights are visually monitored.
-45	Recognition Light (RECOG - ON) (Units -0501 and on)	C	1	0	May be inoperative provided recognition lights are visually monitored.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-46	Seat Belt (SEAT BELTS - ON / OFF) (Units -0001 thru -0500)	C	2	0	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.
-46	Seat Belt (SEAT BELTS - ON) (Units -0501 and on)	C	1	0	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.
-47	Secondary Baggage Fire (SEC BAG BOTTLE PUSH) (Units -0001 thru -0500)	C	1	0	May be inoperative provided baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-02).
-47	Secondary Baggage Fire (SEC BAG BOTTLE) (Units -0501 and on)	C	1	0	May be inoperative provided baggage compartment fire extinguishing system is considered inoperative (Refer to item 26-20-02).
-49 ***	Tail Flood Light (TAIL FLOOD - ON / OFF) (Units -0001 thru -0500)	C	2	0	
-49	Tail Flood Light (TAIL FLOOD - ON) (Units -0501 and on)	C	1	0	
-50	Taxi Light (TAXI - ON / OFF) (Cyan light) (Units -0001 thru -0500)	C	2	0	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.
(Continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)				
-50	Taxi Light (TAXI - ON) (Units -0501 and on)	C	1	0	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.
-52	Windshield Rain Fan (W/S FAN - ON / OFF)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.
-53	Wing Anti-Ice (WING - ON / OFF) (Units -0001 thru -0500)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING ANTI-ICE COLD L-R cyan and amber messages are monitored.
-53	Wing Anti-Ice (WING - ON / OFF) (Units -0501 and on)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I WING COLD L-R white and amber messages are monitored.
-54	Wing Inspection Light (WING INSP LTS - ON / OFF) (Units -0001 thru -0500)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection light is monitored.
-54	Wing Inspection Light (WING INSP - ON) (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection light is monitored.
-20-01 ***	APU Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.

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		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-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.
-30-02	Engine Event Marker (Function or EVENT MARKER button)	D	1	0	May be inoperative provided procedures do not require its use.
-30-03 ***	Flight Data Recorder				
-00A		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 applicable 14 CFR.
(Continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-30-03	Flight Data Recorder (Continued)				
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.
-01B	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection / check of FDR.
-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 14 CFR or procedures.

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		4. REMARKS AND EXCEPTIONS			
31 INSTRUMENTS					
-40-01 ***	Audio Checklist	D	1	0	May be inoperative provided procedures do not require its use.
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.
-50-02	Cabin Altitude Warning System	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.
-60-01 ***	Cockpit Fold-down Monitor	D	1	0	

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-41-02	Tire Spin Down System (Units -0001 thru -0500)	C	1	0	
-44-01 ***	Tire Pressure Monitoring System	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.

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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 (Units -0001 thru -0500)				
-00A	(Single light failed)	C	2	1	One may be inoperative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided lighting configuration and intensity is acceptable to flight crew.
-10-02	Cockpit Flood Light (LED string, 5 elements each) (Units -0501 and on)	C	16	-	Individual strings may be inoperative provided lighting configuration and intensity is acceptable to flight crew.

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		4. REMARKS AND EXCEPTIONS			
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		C	2	0	May be inoperative provided aircraft is not operated at night.
-00B		C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
-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	-	-	(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.

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-20-03	Entry Lights Timer	C	1	0	May be inoperative provided entry lights are selected OFF when aircraft is vacated.
-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.
-30-01	Aft Baggage Compartment Light	C	3	0	
-01	Door Proximity Switch (Failed to extinguish light)	C	1	0	May be inoperative provided BAGGAGE LIGHT switch is selected OFF prior to baggage door closure.
-30-02	Tailcone Maintenance Light	C	1	0	

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		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
-40-01	Anti-Collision Light System (Strobe)	A	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.
-01 ***	LED Light Assembly (Per light) (LED element) (Units -0001 thru -0500)	C	36	32	Up to two elements may be inoperative on either Printed Circuit Board (PCB).  NOTE: Anti-collision light system is still considered operative.
-01	LED Light Assembly (Per light) (LED element) (Units -0501 and on)	C	30	24	Up to six elements may be inoperative.  NOTE: Anti-collision light system is still considered operative.
-40-02	Ground Recognition Light (Beacon)	C	1	0	
-40-03	Landing Light				
-00A		C	2	0	May be inoperative provided aircraft is not operated at night.
-00B		C	2	1	One may be inoperative provided a taxi light is operative.
-01	Recognition Light Mode	C	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-02	Pulse Light Mode	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-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.
-01 ***	LED Wing Light (Per side) (Units -0001 thru -0500)	C	2	1	One light assembly may be inoperative.  NOTE: Position / navigation light system is still considered operative.
-01A	LED Wing Light (Left – red) (LED element) (Units -0501 and on)	C	14	7	Up to seven elements may be inoperative.  NOTE: Position / navigation light system is still considered operative.
-01B	LED Wing Light (Right – green) (LED element) (Units -0501 and on)	C	12	6	Up to six elements may be inoperative.  NOTE: Position / navigation light system is still considered operative.
-40-06 ***	Pylon Work Light	D	2	0	
-40-08 ***	Tail Flood Light	D	2	0	

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-40-09	Taxi Light				
-00A		C	2	1	One may be inoperative.
-00B		C	2	0	May be inoperative provided both landing lights are operative.
-00C		C	2	0	May be inoperative provided aircraft is not operated at night.
-40-10	Wing Inspection Light				
-00A		C	2	0	May be inoperative provided aircraft is not operated at night.
-00B		C	2	1	One may be inoperative provided 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.
-50-02	Dropped-aisle Lighting System (LED)				
-01	Left Forward Half (Emergency Lighting)	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	
(Continued)					

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-50-02	Dropped-aisle Lighting System (LED) (Continued)				
-03	Right Aft Half (Emergency Lighting)	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	
-50-03	Emergency Lighting Battery (CBS 28) (Excluding Pack 1 UF004)	B	3	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.

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		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
-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	B	2	1 One may be inoperative on pilot not flying side provided affected stick shaker is considered inoperative (Refer to item 34-18-01-03).
-01 ***	Indexer	C	-	0
-03	Stick Shaker	B	2	1 One may be inoperative provider stick shaker on pilot flying side is operative.

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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-22-01	AHRS Automatic Slaving System (Units -0001 thru -0500)	B	2	1	(O) One may be inoperative provided: a) L/R AHRS SLAVE is selected to MAN, b) Alternate procedures are established and used for periodically comparing heading to other sources and slewing affected gyro, and c) Aircraft is operated in Visual Meteorological Conditions (VMC).
-25-01	Cursor Control Device (CCD) (Units -0001 thru -0500)	C	2	1	One may be inoperative provided all controls are operative on opposite Cursor Control Device (CCD).  NOTE: PFD range in ARC mode cannot be adjusted on failed side.
-01	Display Selection Key (Two inboard keys) (Per side)	C	2	1	One may be inoperative provided two inboard keys are operative on non-failed Cursor Control Device (CCD).
-02	Display Selection Button (Outboard key) (Per side)	C	1	0	NOTE: PFD range in ARC mode cannot be adjusted on failed side.
-03	Enter Button (Per side)	C	2	1	One may be inoperative.
-04	TCAS Button (Per side)	C	1	0	May be inoperative provided TCAS button is operative on opposite Cursor Control Device (CCD).
-05	Trackball (Per side)	C	1	0	May be inoperative provided all controls are operative on opposite Cursor Control Device (CCD).
-06	Concentric Control Knobs (Per side)	C	2	0	May be inoperative or knobs may be missing provided Cursor Control Device (CCD) is considered inoperative (Refer to item 34-25-01).

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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-02	Display Unit (Copilot PFD – DU4) (Units -0001 thru -0500) (Effective following release of 68FM TC-R11-07, TC- R11-08 and 68CLEAP TC- R11-05)	A	1	0	May be inoperative provided: a) Both flight director channels are operative, b) Flight guidance controller coupled side annunciator is operative, c) Flight guidance controller coupled side function is operative, d) Electronic checklist is considered inoperative (Refer to item 31-40- 02), e) Copilot's PFD knob is selected to OFF/REV, f) Flight must remain within one hour of a suitable airport at all points along route, and g) Repairs are made within three flight cycles.
-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 *** (GMX-200) (Units -0001 thru -0500)	D	-	0	
-01	Database	A	-	0	May be out-of-date provided aircraft is operated in accordance with applicable AFM limitations.

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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-05	Display Controller (DC-840) (Units -0001 thru -0500) (Per side)				
-25-05	Display Controller (GCU 275) (Units -0501 and on) (Per side)				
-01	Bearing Selector (BRG) (Units -0001 thru -0500)	C	2	1	One may be inoperative provided procedures do not require its use.
-02	Minimums Selector (RAD-BARO) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.
-03	Minimums Knob (Units -0001 thru -0500)	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) (Units -0001 thru -0500)	C	3	0	May be inoperative provided: a) Button is operative on flying-pilot side, and b) Flight director/autopilot is coupled to non-failed side.
-05	Timer Control (ET) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.
-06	HSI Mode Selector (HSI) (Units -0001 thru -0500)	C	1	0	May be inoperative provided current horizontal situation indicator display on PFD is acceptable to flight crew.
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		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-25-05	Display Controller (Per side) (Continued)				
-07	Weather Radar / Terrain Selector (WX/TERR) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.
-08	Barometer Units Selector (IN-HPa) (Units -0001 thru -0500)	C	1	0	May be inoperative provided current barometer unit is acceptable to flight crew.
-09	Barometer Standard (PUSH STD)	C	1	0	
-10	Radio Altimeter Test (PUSH RAD TEST) (Units -0001 thru -0500)	C	1	0	May be inoperative provided radio altimeter push test is operative on opposite display controller.
-11	Range / Pan Control (Knob) (Units -0501 and on)	C	1	0	May be inoperative provided touchscreen controller left knob for associated display is operative.
-12	Clear (CLR) (Units -0501 and on)	C	1	0	
-13	Enter (ENT) (Units -0501 and on)	C	1	0	
-14	Cursor / Select (PFD / PUSH ENT) (Units -0501 and on)	C	3	0	
-15	Direct To (D>) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.
(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 (Per side) (Continued)				
-16	Flight Plan (FPL) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-17	Radio Control (COM/NAV) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-18	Procedure (PROC) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-25-06	Control Display Unit (Right MCDU) (Units -0001 thru -0500)	A	1	0	May be inoperative provided repair is made within two flight days.
-25-07	Touchscreen Controller (GTC) (Excluding MFD L) (Units -0501 and on)	C	3	2	(M) One may be inoperative provided controller is deactivated.  NOTE: Any functions or controls that operate normally may be used.
-25-10 ***	Synthetic Vision (Units -0501 and on)	C	1	0	May be inoperative provided procedures do not require its use.
-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.

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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					
-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.
-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.
-44-01	Radio Altimeter System	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-40-03), 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 will 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				
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0500)	C	1	0	
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0501 and on)	C	1	0	
-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.
(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					
-44-03	Terrain Awareness and Warning System (TAWS) (Includes test mode) (Class A or B TAWS required) (Continued)				
-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	
-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 (Select display failed) (Class A TAWS required)	C	-	1	
-06B	Terrain Display (All displays failed) (Class A TAWS required)	B	-	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					
-44-03	Terrain Awareness and Warning System (TAWS) (Includes test mode) (Class A or B TAWS required) (Continued)				
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0	
-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 II)				
-00A		B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-00B		C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
-03	Combined Traffic Alert (TA) and Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative provided: a) Affected system is on pilot not flying side, b) TA and RA visual display is operative on pilot flying side, and c) TA and RA audio function is operative on pilot flying side.
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function	C	-	0	
-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	(Select transponders failed)	D	-	1	May be inoperative provided system is not required by 14 CFR.
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS 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.
-02	ADS-B Squitter Transmission (Units -0501 and on)	D	-	0	May be inoperative provided operations do not require their use.
-52-03	Transponder Ident Button (XDPR IDENT)	C	2	1	One may be inoperative.
-54-01	Very High Frequency Omni Range (VOR) System	C	-	-	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	-	-	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				
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) System is not required by 14 CFR, and</li> <li>b) Operations do not require its use.</li> </ul> <p>NOTE 1: Enhanced function of TAWS may not be available.</p> <p>NOTE 2: ADS-B output may not be available.</p>
-60-01	Data Loader	C	-	0	
-60-02	Flight Management System (FMS)	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) System is not required by 14 CFR, and</li> <li>b) Operations do not require its use.</li> </ul> <p>NOTE : Enhanced function of TAWS may not be available.</p>
-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.
-61-01	Navigation Database	C	-	-	<p>(O) May be out of currency provided:</p> <ul style="list-style-type: none"> <li>a) Current aeronautical charts are used to verify navigation fixes prior to each flight,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight,</li> <li>c) Approach navigation radios are manually tunes and identified.</li> </ul>

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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				
-00-01	Cockpit Oxygen Pressure Gauge / Indication (Aircraft with extended range oxygen system)	C	2	1	One may be inoperative provided: a) Associated oxygen bottle is considered inoperative (Refer to item 35-00-02), and b) Non-associated oxygen bottle is operative.
-01	Gauge Lighting (Units -0001 thru -0500 with either oxygen system)	C	-	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.
-02	Low Pressure Light (Units -0001 thru -0500 with extended range oxygen system)	B	2	1	One may be inoperative provided associated cockpit oxygen pressure gauge / indication is operative and monitored.
-00-02	Oxygen Bottle (Aircraft with extended range oxygen system)	C	2	1	(M) One may be inoperative or empty provided: a) Affected bottle regulator is closed, b) Non-affected cockpit oxygen pressure indication/gauge is operative, and c) Oxygen duration is computed using only operative bottle.
-00-03	Oxygen System				
-01	Fill Port	C	-	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-02	Servicing Panel Pressure Gauge	C	-	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.

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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				
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within 4 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.
-00C	(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 (Units -0001 thru -0500)	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".
-02	Drop-out Panel (Decorative cover) (Units -0501 and on)	C	-	0	Individual panels may be missing.

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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			
-20-02 ***	Therapeutic Oxygen System	D	1	0
-30-01 ***	Portable Oxygen System	D	-	-
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-
<p>Any in excess of those required by 14 CFR may be inoperative provided:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.</li> </ul> <p>Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.</p>				

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY		
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
36	PNEUMATIC			
-10-01	Bleed Air Shutoff Valve			
-00A	Left (Units -0001 thru -0500)	B	1	0 (M) May be inoperative provided: a) Affected valve is secured for no flow, b) Emergency pressurization system is considered inoperative (Refer to item 21-30-03), c) L ENG BLD AIR is selected OFF, d) BAGGAGE HEAT is selected OFF, e) Aircraft is operated at FL250 or below, and f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLEED SELECT NOT NORM L amber message may appear.
-00A	Left (Units -0501 and on)	B	1	0 (M) May be inoperative provided: a) Affected valve is secured for no flow, b) Emergency pressurization system is considered inoperative (Refer to item 21-30-03), c) L ENG BLD AIR is selected OFF, d) BAG HEAT is selected OFF, e) Aircraft is operated at FL250 or below, and f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLD SEL NOT NORM L amber message may appear.  (Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36	PNEUMATIC				
-10-01	Bleed Air Shutoff Valve (Continued)				
-00B	Right (Units -0001 thru -0500)	B	1	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) R ENG BLD AIR is selected OFF, c) BAG HEAT is selected OFF, d) Aircraft is operated at FL300 or below, and e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLEED SELECT NOT NORM R amber message may appear.
-00B	Right (Units -0501 and on)	B	1	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) R ENG BLD AIR is selected OFF, c) BAG HEAT is selected OFF, d) Aircraft is operated at FL300 or below, and e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLD SEL NOT NORM R amber message may appear.  (Continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36	PNEUMATIC				
-10-01	Bleed Air Shutoff Valve (Continued)				
-01A	High-pressure (HP) (Units -0001 thru -0500)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Associated ENG BLD AIR knob is selected to LP, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).  NOTE: BLEED SELECT NOT NORM L-R amber message may appear.
-01A	High-pressure (HP) (Units -0501 and on)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Associated ENG BLD AIR knob is selected to LP, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).  NOTE: BLD SEL NOT NORM L-R amber message may appear.  (Continued)

AIRCRAFT: CESSNA 680		REVISION NO. 03 DATE: 11/28/2013		PAGE NO. 36-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36	PNEUMATIC				
-10-01	Bleed Air Shutoff Valve (Continued)				
-01B	High-pressure (HP) (Units -0001 thru -0500)	C	2	0	(M) May be inoperative provided: a) Both valves are secured for no flow, b) Both ENG BLD AIR knobs are selected to LP, c) BAGGAGE HEAT is selected OFF, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL410 or below.  NOTE: BLEED SELECT NOT NORM L-R amber message may appear.
-01B	High-pressure (HP) (Units -0501 and on)	C	2	0	(M) May be inoperative provided: a) Both valves are secured for no flow, b) Both ENG BLD AIR knobs are selected to LP, c) BAG HEAT is selected OFF, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL410 or below.  NOTE: BLD SEL NOT NORM L-R amber message may appear.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36	PNEUMATIC				
-10-02	Engine Bleed Air Precooler Temperature Control System				
-00A		B	2	1	(M) One may be inoperative provided: a) Precooler temperature control system is deactivated, b) Precooler bypass air butterfly valve is secured open, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-00B	(Units -0001 thru -0500)	B	2	1	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) Aircraft is operated at FL250 (left failed) / FL410 (right failed) or below, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLEED SELECT NOT NORM L-R amber message may appear.
-00B	(Units -0501 and on)	B	2	1	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) Aircraft is operated at FL250 (left failed) / FL410 (right failed) or below, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.  NOTE: BLD SEL NOT NORM L-R amber message may appear.

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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.
-30-02	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.
-01A	Dump Cable	C	1	0	May be inoperative provided lavatory is not serviced or used.
-01B	Dump Cable	C	1	0	(M) May be inoperative provided lavatory is serviced by alternate means.
-08	Heater Gasket	C	1	0	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Heater gasket is deactivated, c) Refreshment center drain heater is considered inoperative (Refer to item 30-70-01-04), and d) Toilet is not serviced within four hours of landing or at surface temperatures below +10 C.

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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	Refreshment Center	C	-	0	May be inoperative provided refreshment center drain heater is considered inoperative (Refer to item 30-70-01-04).
-02	Aft Vanity	C	1	0	May be inoperative provided aft vanity drain heater is considered inoperative (Refer to item 30-70-01-01).

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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 MAINTENANCE SYSTEM				
-00-01 ***	Aircraft Recording System (AReS)	D	1	0	
-00-02	Central Maintenance System (CMC) (Units -0001 thru -0500)	C	1	0	
-00-02	Central Maintenance System (CDMS) (Units -0501 and on)	C	1	0	

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	4. REMARKS AND EXCEPTIONS	
46 INFORMATION SYSTEMS		
-00-01 *** Electronic Flight Bag (EFB) System  -00A Class 3 EFB  -00B Class 3 EFB  -01A Data Connectivity (Class 2)  -01B Data Connectivity (Class 2)  -02A Power Connection (Class 1 & 2)  -02B Power Connection (Class 1 & 2)  -03A Mounting Device (Class 2)  -03B Mounting Device (Class 2)	D - 0  C - 0  D - 0  C - 0  D - 0  C - 0  D - 0  C - 0	May be inoperative provided procedures do not require its use.  (O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program, or document which operates normally may be used.  May be inoperative provided procedures do not require its use.  (O) May be inoperative provided alternate procedures are established and used.  May be inoperative provided procedures do not require its use.  (O) May be inoperative provided alternate procedures are established and used.  (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.  (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)	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	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).
-50-01	APU Bleed Air Heat Exchanger Fan (Units -0501 and on)	C	1	0	(M) May be inoperative provided heat exchanger fan is deactivated.
-50-02	APU Bleed Air System (Units -0001 thru -0500)	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.
-50-02	APU Bleed Air System (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) APU BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.
-01	Max Cool Function (Units -0001 thru -0500)	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.
-01	Max Cool Function (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) MAX COOL is selected OFF, and b) APU bleed control valve is verified operative.

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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 -0001 thru -0500)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber annunciator is operative and does not illuminate during APU start.
-70-01	APU Exhaust Gas Temperature (EGT) Display (Units -0501 and on)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber message does not appear during APU start.
-70-02	APU Speed (RPM%) Display (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber annunciator is operative and does not illuminate during APU start.
-70-02	APU Speed (RPM%) Display (Units -0501 and on)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber message does 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	C	1	0	(M) (O) May be inoperative provided: a) Precatch is secured in retracted position, b) Alternate procedures for closing door are established and used.
-03	Acoustic Seal	C	1	0	May be damaged provided seal does not interfere with door operation.
-04	Primary Seal (Cabin unpressurized)	C	1	0	May be damaged provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-07	Handrail	C	1	0	(O) May be inoperative or damaged provided: a) Door operates and latches normally, and b) Alternate procedures are established and used for assisting passengers during entry and exit.

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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				
-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, b) APU/baggage compartment fire extinguishing system is operative, and c) Contents and weight of baggage compartment is known.
-02	Door Seal (Units -0001 thru -0500)	C	1	0	(O) May be damaged provided: a) Baggage compartment is verified empty prior to each flight, and b) BAGGAGE HEAT is selected OFF.
-02	Door Seal (Units -0501 and on)	C	1	0	(O) May be damaged provided: a) Baggage compartment is verified empty prior to each flight, and b) BAG HEAT is selected OFF.
-04	Door Cable	B	2	1	One may be inoperative or missing provided: a) Affected cable is removed, and b) Door steps are not used.
-05	Gas Spring	C	1	0	(O) May be inoperative or missing provided precautions are taken when opening door.

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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)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.
-42-01 ***	Battery Access Door Key Lock (Failed unlocked)	D	2	0	May be inoperative provided door is verified closed and latched prior to each flight.
-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.
-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.
-50-02	Lavatory 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 door is verified closed, latched, and locked prior to each flight.
-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 door is verified closed, latched, and locked prior to each flight.
-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 door is verified closed, latched, and locked 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			
53	FUSELAGE				
-20-01	Vortex Generator (Stinger)	C	8	6	Two may be missing or damaged.
-45-01 ***	Life Raft Mooring Ring	D	1	0	May be inoperative or damaged provided life raft is not required by operating rule.
-50-01 ***	Radome Erosion Boot	D	1	0	May be damaged or missing provided any remaining sections of boot are removed.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
55	STABILIZERS				
-34-01	Vortex Generator				
-01	Vertical Stabilizer	C	8	6	Two may be missing or damaged.
-02	Horizontal Stabilizer Wiper Fairing	C	4	0	May be missing or damaged.
-44-01	Vortex Generator (Rudder)	C	24	16	Eight may be missing or damaged.

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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				
-01-01	Engine Synchronizer System (Failed off) (Units -0001 thru -0500)	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			
77	ENGINE INDICATING				
-14-01	Engine RPM Gauge / Indication (Units -0001 thru -0500)				
-01	Standby N1	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	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 -0001 thru -0500)	C	2	1	One may be inoperative provided standby N1 and standby N2 indicators are operative.

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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	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected thrust reverser is deactivated and secured in forward thrust position, and</li> <li>b) Takeoffs on contaminated runways are prohibited.</li> </ul> <p>NOTE: Flight crew should review AFM Single-Engine Reversing procedure.</p>

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## SECTION TWO

### CAS MESSAGE ORIENTED MMEL RELIEF

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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.

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 Indication	Dispatch Consideration	
<p><b>AC BEARING L-R</b> (Units -0501 and on)</p> <p><b>ADS-B FAIL</b> (Units -0501 and on)</p> <p><b>AP FAIL</b> (Units -0501 and on)</p> <p><b>AT FAIL</b> (Units -0501 and on)</p> <p><b>BAGGAGE HEAT FAIL</b> (Units -0501 and on)</p> <p><b>ENG DISPATCH LIM L-R</b> (Units -0501 and on)</p> <p>*** <b>FDR FAIL</b> (Units -0501 and on)</p> <p><b>FIRE BTL LOW BAG-APU</b> (Units -0501 and on)</p> <p><b>FIRE BTL LOW BAGGAGE</b> (Units -0501 and on)</p> <p><b>OIL FLTR BYPASS L-R</b> (Units -0501 and on)</p> <p><b>OIL LEVEL LOW L-R</b> (Units -0501 and on)</p> <p><b>TEMP FAULT CKT-CAB</b> (Units -0501 and on)</p> <p><b>TRANSPONDER FAIL 1/2</b> (Units -0501 and on)</p> <p><b>YD FAIL</b> (Units -0501 and on)</p>	<p>Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC BEARING L-R white message procedure.</p> <p>Aircraft may be dispatched provided Automatic Dependent Surveillance-Broadcast (ADS-B) Squitter Transmission is considered inoperative.</p> <p>Aircraft may be dispatched provided autopilot system is considered inoperative.</p> <p>Aircraft may be dispatched provided autothrottle system is considered inoperative.</p> <p>Aircraft may be dispatched provided baggage heat system is considered inoperative.</p> <p>Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual ENG DISPATCH LIM L-R white message procedure.</p> <p>Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.</p> <p>Aircraft may be dispatched provided Auxiliary Power Unit (APU)/baggage compartment fire extinguishing system is considered inoperative.</p> <p>Aircraft may be dispatched provided baggage compartment fire extinguishing system (nose MDR bottle) is considered inoperative.</p> <p>Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL FLTR BYPASS L and/or R white message procedure.</p> <p>Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL LEVEL LOW L-R white message procedure.</p> <p>Aircraft may be dispatched provided automatic temperature control system is considered inoperative.</p> <p>Aircraft may be dispatched provided ATC transponder is considered inoperative.</p> <p>Aircraft may be dispatched provided yaw damper is considered inoperative.</p>	

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CYAN CAS Indication	Dispatch Consideration	
<b>AC BEARING L-R</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC BEARING L-R cyan message procedure.	
<b>AP FAIL A-B</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided autopilot system is considered inoperative.	
<b>BAGGAGE HEAT FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided baggage heat system is considered inoperative.	
<b>ENGINE DISPATCH LIMIT L-R</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual ENGINE DISPATCH LIMIT L-R cyan message procedure.	
*** <b>FDR FAIL</b>	Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.	
<b>FIRE BOTTLE LOW BAG-APU</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided Auxiliary Power Unit (APU)/baggage compartment fire extinguishing system is considered inoperative.	
<b>FIRE BOTTLE LOW BAGGAGE</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided baggage compartment fire extinguishing system (nose MDR bottle) is considered inoperative.	
<b>GROUND PROX FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.	
<b>MAIN WHEEL SPINDOWN FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual MAIN WHEEL SPINDOWN FAIL cyan CAS message procedure.	
<b>OIL FILTER BYPASS L-R</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL FILTER BYPASS L-R cyan message procedure.	
<b>OIL LEVEL LOW L-R</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL LEVEL LOW L-R cyan message procedure.	
*** <b>RAAS FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided Runway Awareness and Advisory System (RAAS) is considered inoperative.	
<b>TERR FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.	
*** <b>WINDSHEAR FAIL</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.	

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CYAN CAS Indication	Dispatch Consideration	
<b>YD FAIL A-B</b> (Units -0001 thru -0500)	Aircraft may be dispatched provided yaw damper is considered inoperative.	

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AMBER CAS Indication	Dispatch Consideration	
<p><b>A/I RATE FAIL L-R</b> (Units -0501 and on)</p> <p><b>AOA HEAT FAIL L-R</b></p> <p><b>AP STAB TRIM INOP</b>      B</p> <p><b>APU FIRE DETECT FAIL</b> (Units -0001 thru -0500)</p> <p><b>APU SYS FAIL</b> (Units -0501 and on)</p> <p><b>AT FAIL</b> (Units -0501 and on)</p> <p><b>BAGGAGE DOOR OPEN</b></p> <p><b>EMERGENCY EXIT OPEN</b></p> <p><b>ENG ANTI-ICE COLD L-R</b> (Units -0001 thru -0500)</p> <p><b>A/I ENGINE COLD L-R</b> (Units -0501 and on)</p> <p><b>FUEL LEVEL LOW L-R</b> (when fuel quantity is known to be above threshold)</p> <p><b>GPS 1-2 INACTIVE</b> (Units -0001 thru -0500)</p>	<p>Aircraft may be dispatched provided all bleed air anti-ice systems are considered inoperative.</p> <p>Aircraft may be dispatched provided Angle of Attack (AOA) vane heater is considered inoperative.</p> <p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) PRIMARY STAB TRIM FAIL amber message does not appear, and</li> <li>b) Autopilot system is considered inoperative.</li> </ul> <p>Aircraft may be dispatched provided Auxiliary Power Unit (APU) fire detection system is considered inoperative.</p> <p>Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual APU SYS FAIL amber message procedure or Auxiliary Power Unit (APU) is considered inoperative.</p> <p>Aircraft may be dispatched provided autothrottle system 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 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 Level Low Indicating System is considered inoperative.</p> <p>Aircraft may be dispatched provided Global Positioning System (GPS) is considered inoperative.</p>	

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AMBER CAS Indication	Dispatch Consideration	
<p><b>GROUND PROX FAIL</b> (Units -0501 and on)</p> <p><b>HP VALVE FAIL L-R</b> (Units -0001 thru -0500)</p> <p><b>HP VALVE CLOSED L-R</b> (Units -0501 and on)</p> <p><b>INBD WING A/I COLD L-R</b> (Units -0001 thru -0500)</p> <p><b>A/I INB WNG COLD L-R</b> (Units -0501 and on)</p> <p><b>LAVATORY DOOR</b></p> <p><b>MACH TRIM FAIL</b></p> <p><b>NOSE DOOR OPEN L-R</b></p> <p><b>O2 PRESS LOW R</b> (Units -0501 and on)</p> <p><b>PITOT/STATIC COLD L-R</b> (when selected ON) (Units -0001 thru -0500)</p> <p><b>P/S COLD L-R</b> (when selected ON) (Units -0501 and on)</p> <p><b>PITOT/STATIC COLD L-R</b> (when selected ON) (Units -0001 thru -0500)</p> <p><b>P/S COLD L-R</b> (when selected ON) (Units -0501 and on)</p>	<p>Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) excessive descent rate mode, excessive terrain closure rate mode, altitude loss after takeoff mode, reduced required terrain clearance mode, and glideslope deviation mode are considered inoperative.</p> <p>NOTE: Voice callouts may be inoperative.</p> <p>Aircraft may be dispatched provided High Pressure (HP) bleed valve is considered inoperative.</p> <p>Aircraft may be dispatched provided inboard leading edge wing bleed air anti-ice 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 mach trim 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 extended range oxygen bottle is considered inoperative.</p> <p>Aircraft may be dispatched provided pilot or copilot static port heater is considered inoperative.</p> <p>Aircraft may be dispatched provided pilot or copilot pitot heater is considered inoperative.</p>	

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AMBER CAS Indication	Dispatch Consideration	
<p><b>PRESSURIZATION FAULT</b> (Units -0501 and on)</p> <p><b>RAT HEAT FAIL L-R</b></p> <p><b>STAB ANTI-ICE COLD L-R</b> (Units -0001 thru -0500)</p> <p><b>A/I STAB COLD L-R</b> (Units -0501 and on)</p> <p><b>TAILCONE DOOR OPEN</b></p> <p><b>TCAS FAIL</b></p> <p><b>TERRAIN FAIL</b> (Units -0501 and on)</p> <p><b>TRANSPONDER FAIL 1-2</b> (Units -0501 and on)</p> <p><b>WINDSHEAR FAIL</b> (Units -0501 and on)</p> <p><b>WINDSHIELD HEAT INOP L-R</b> (Units -0001 thru -0500)</p> <p><b>WSHLD HEAT INOP L-R</b> (Units -0501 and on)</p> <p><b>WING ANTI-ICE COLD L-R</b> (Units -0001 thru -0500)</p> <p><b>A/I WING COLD L-R</b> (Units -0501 and on)</p>	<p>Aircraft may be dispatched provided cabin pressurization controller modes (excluding manual) are considered inoperative.</p> <p>Aircraft may be dispatched provided Ram Air Temperature (RAT) probe heater is considered inoperative.</p> <p>Aircraft may be dispatched provided horizontal stabilizer bleed air anti-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 traffic alert and collision avoidance system 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. NOTE: Glideslope deviation mode and voice callouts may be inoperative.</p> <p>Aircraft may be dispatched provided ATC transponder is considered inoperative.</p> <p>Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.</p> <p>Aircraft may be dispatched provided windshield anti-ice system is considered inoperative.</p> <p>Aircraft may be dispatched provided outboard leading edge wing bleed air anti-ice system is considered inoperative.</p>	