

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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M A S T E R M I N I M U M E Q U I P M E N T L I S T

CE-750

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CE-750

Table of Contents

| SYSTEM NO. | SYSTEM | PAGE |
|------------|-------------------------------------|----------------------|
| -- | Table of Contents | I |
| -- | Log of Revisions | II, III |
| -- | Control Page | IV, V |
| -- | Highlights of Change | VI |
| -- | Definitions | VII, VIII, IX, X |
| -- | Definitions | XI, XII, XIII, XIV |
| -- | Preamble | XV, XVI |
| -- | Guidelines for (O) & (M) Procedures | XVII, XVIII, XIX, XX |
| 21 | Air Conditioning | 21-1, 2, 3, 4, 5 |
| 21 | Air Conditioning | 21-6 |
| 22 | Auto Flight | 22-1, 2 |
| 23 | Communications | 23-1, 2, 3, 4, 5 |
| 23 | Communications | 23-6 |
| 24 | Electrical Power | 24-1, 2 |
| 25 | Equipment/Furnishings | 25-1, 2, 3, 4 |
| 26 | Fire Protection | 26-1 |
| 27 | Flight Controls | 27-1 |
| 28 | Fuel | 28-1, 2 |
| 30 | Ice and Rain Protection | 30-1, 2, 3, 4, 5 |
| 31 | Indicating/Recording Systems | 31-1 |
| 33 | Lights | 33-1, 2, 3, 4 |
| 34 | Navigation | 34-1, 2, 3, 4, 5 |
| 34 | Navigation | 34-6 THRU 10 |
| 34 | Navigation | 34-11 THRU 12 |
| 35 | Oxygen | 35-1 |
| 38 | Water/Waste | 38-1 |
| 49 | Airborne Auxiliary Power | 49-1 |
| 52 | Doors | 52-1 |
| 71 | Powerplant | 71-1 |
| 73 | Engine Fuel & Control | 73-1 |
| 77 | Engine Indicating | 77-1, 2 |
| 78 | Engine Exhaust | 78-1 |
| 80 | Starting | 80-1 |

CE-750

Log of Revisions

| REV.NO. | DATE | PAGE NUMBERS | INITIALS |
|---------|------------|---------------------------------|----------|
| 0a | 10/02/1996 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0a | 10/02/1996 | 33-1, 33-2, 33-3, 71-1, 73-1 | |
| 0b | 05/01/1998 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0b | 05/01/1998 | GUIDELINES | |
| 0b | 05/01/1998 | 21-4, 21-5, 22-1, 22-2, 23-3 | |
| 0b | 05/01/1998 | 25-2, 33-3, 34-1, 34-2, 34-4 | |
| 0b | 05/01/1998 | 34-5, 34-6, 73-1 | |
| 0c | 02/18/1999 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0c | 02/18/1999 | GUIDELINES | |
| 0c | 02/18/1999 | 21-4, 21-5, 31-1, 33-3, 33-4 | |
| 0c | 02/18/1999 | 34-1, 34-2, 34-4, 34-5, 34-6 | |
| 0d | 03/18/1999 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0d | 03/18/1999 | GUIDELINES | |
| 0e | 07/30/1999 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0e | 07/30/1999 | 21-5 | |
| 0f | 08/18/1999 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0f | 08/18/1999 | 21-5 | |
| 0g | 09/09/1999 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 0g | 09/09/1999 | 24-1, 24-2 | |
| 1 | 09/05/2001 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 1 | 09/05/2001 | GUIDELINES | |
| 1 | 09/05/2001 | 21-1, 21-2, 21-3, 21-4, 21-5 | |
| 1 | 09/05/2001 | 21-6, 22-1, 22-2, 23-1, 23-2 | |
| 1 | 09/05/2001 | 23-3, 23-4, 24-1, 24-2, 25-1 | |
| 1 | 09/05/2001 | 25-2, 26-1, 27-1, 28-1, 28-2 | |
| 1 | 09/05/2001 | 30-1, 30-2, 30-3, 30-4, 30-5 | |
| 1 | 09/05/2001 | 31-1, 33-1, 33-2, 33-3, 33-4 | |
| 1 | 09/05/2001 | 34-1, 34-2, 34-3, 34-4, 34-5 | |
| 1 | 09/05/2001 | 34-6, 34-7, 34-8, 34-9, 35-1 | |
| 1 | 09/05/2001 | 38-1, 49-1, 52-1, 71-1, 73-1 | |
| 1 | 09/05/2001 | 77-1, 77-2, 78-1, 80-1 | |
| 1a | 10/11/2001 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 1a | 10/11/2001 | 25-1, 25-2 | |
| 1b | 10/17/2002 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 1b | 10/17/2002 | 24-2, 25-2, 30-1, 30-2, 30-3 | |
| 1b | 10/17/2002 | 30-4, 30-5, 33-4, 34-3, 34-4 | |
| 1b | 10/17/2002 | 34-5, 34-6, 34-7, 34-8, 34-9 | |
| 1b | 10/17/2002 | 34-10, 38-1, 52-1 | |
| 2 | 06/15/2005 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 2 | 06/15/2005 | GUIDELINES | |
| 2 | 06/15/2005 | 21-1, 21-2, 21-4, 21-5, 21-6 | |
| 2 | 06/15/2005 | 22-1, 22-2, 23-1, 23-2, 23-3 | |
| 2 | 06/15/2005 | 23-4, 23-5, 23-6, 24-2, 25-1 | |

CE-750

Log of Revisions

| REV.NO. | DATE | PAGE NUMBERS | INITIALS |
|---------|------------|---------------------------------|----------|
| 2 | 06/15/2005 | 25-2, 25-3, 25-4, 26-1, 27-1 | |
| 2 | 06/15/2005 | 28-1, 28-2, 30-1, 30-2, 30-3 | |
| 2 | 06/15/2005 | 30-4, 30-5, 31-1, 33-1, 33-3 | |
| 2 | 06/15/2005 | 33-4, 34-1, 34-2, 34-3, 34-4 | |
| 2 | 06/15/2005 | 34-5, 34-6, 34-7, 34-8, 34-9 | |
| 2 | 06/15/2005 | 34-10, 34-11, 34-12, 35-1, 49-1 | |
| 2 | 06/15/2005 | 52-1 | |
| 3 | 09/30/2005 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 3 | 09/30/2005 | GUIDELINES | |
| 3 | 09/30/2005 | 22-1, 22-2, 23-1, 23-2, 23-3 | |
| 3 | 09/30/2005 | 23-4, 23-5, 23-6, 34-1, 34-3 | |
| 3 | 09/30/2005 | 34-4, 34-5, 34-6, 34-7, 34-8 | |
| 3 | 09/30/2005 | 34-9, 34-10, 34-11, 34-12 | |
| 3a | 04/12/2006 | HIGHLIGHTS OF REV., DEFINITIONS | |
| 3a | 04/12/2006 | GUIDELINES | |
| 3a | 04/12/2006 | 22-1, 23-3, 23-5, 34-2 | |

CE-750

Control Page

| SYSTEM | PAGE | REV NO. | CURRENT DATE |
|-------------------------------------|-------|---------|--------------|
| Cover Page | - | 3 a | 04/12/2006 |
| Table of Contents | I | 3 a | 04/12/2006 |
| Log of Revisions | II | 3 a | 04/12/2006 |
| | III | 3 a | 04/12/2006 |
| Control Page | IV | 3 a | 04/12/2006 |
| | V | 3 a | 04/12/2006 |
| Highlights of Change | VI | 3 a | 04/12/2006 |
| Definitions | VII | 6 | 01/31/1995 |
| | VIII | 6 | 01/31/1995 |
| | IX | 6 | 01/31/1995 |
| | X | 6 | 01/31/1995 |
| | XI | 6 | 01/31/1995 |
| | XII | 6 | 01/31/1995 |
| | XIII | 6 | 01/31/1995 |
| | XIV | 6 | 01/31/1995 |
| Preamble | XV | 2 | 06/14/1989 |
| | XVI | 2 | 06/14/1989 |
| Guidelines for (O) & (M) Procedures | XVII | 3 a | 04/12/2006 |
| | XVIII | 2 | 06/15/2005 |
| | XIX | 2 | 06/15/2005 |
| | XX | 2 | 06/15/2005 |
| 21 | 21-1 | 2 | 06/15/2005 |
| | 21-2 | 2 | 06/15/2005 |
| | 21-3 | 1 | 09/05/2001 |
| | 21-4 | 2 | 06/15/2005 |
| | 21-5 | 2 | 06/15/2005 |
| | 21-6 | 2 | 06/15/2005 |
| 22 | 22-1 | 3 a | 04/12/2006 |
| | 22-2 | 3 | 09/30/2005 |
| 23 | 23-1 | 3 | 09/30/2005 |
| | 23-2 | 3 | 09/30/2005 |
| | 23-3 | 3 a | 04/12/2006 |
| | 23-4 | 3 | 09/30/2005 |
| | 23-5 | 3 a | 04/12/2006 |
| | 23-6 | 3 | 09/30/2005 |
| 24 | 24-1 | 1 | 09/05/2001 |
| | 24-2 | 2 | 06/15/2005 |
| 25 | 25-1 | 2 | 06/15/2005 |
| | 25-2 | 2 | 06/15/2005 |
| | 25-3 | 2 | 06/15/2005 |

CE-750

Control Page

| SYSTEM | PAGE | REV NO. | CURRENT DATE |
|--------|-------|---------|--------------|
| | 25-4 | 2 | 06/15/2005 |
| 26 | 26-1 | 2 | 06/15/2005 |
| 27 | 27-1 | 2 | 06/15/2005 |
| 28 | 28-1 | 2 | 06/15/2005 |
| | 28-2 | 2 | 06/15/2005 |
| 30 | 30-1 | 2 | 06/15/2005 |
| | 30-2 | 2 | 06/15/2005 |
| | 30-3 | 2 | 06/15/2005 |
| | 30-4 | 2 | 06/15/2005 |
| | 30-5 | 2 | 06/15/2005 |
| 31 | 31-1 | 2 | 06/15/2005 |
| 33 | 33-1 | 2 | 06/15/2005 |
| | 33-2 | 1 | 09/05/2001 |
| | 33-3 | 2 | 06/15/2005 |
| | 33-4 | 2 | 06/15/2005 |
| 34 | 34-1 | 3 | 09/30/2005 |
| | 34-2 | 3 a | 04/12/2006 |
| | 34-3 | 3 | 09/30/2005 |
| | 34-4 | 3 | 09/30/2005 |
| | 34-5 | 3 | 09/30/2005 |
| | 34-6 | 3 | 09/30/2005 |
| | 34-7 | 3 | 09/30/2005 |
| | 34-8 | 3 | 09/30/2005 |
| | 34-9 | 3 | 09/30/2005 |
| | 34-10 | 3 | 09/30/2005 |
| | 34-11 | 3 | 09/30/2005 |
| | 34-12 | 3 | 09/30/2005 |
| 35 | 35-1 | 2 | 06/15/2005 |
| 38 | 38-1 | 1 b | 10/17/2002 |
| 49 | 49-1 | 2 | 06/15/2005 |
| 52 | 52-1 | 2 | 06/15/2005 |
| 71 | 71-1 | 1 | 09/05/2001 |
| 73 | 73-1 | 1 | 09/05/2001 |
| 77 | 77-1 | 1 | 09/05/2001 |
| | 77-2 | 1 | 09/05/2001 |
| 78 | 78-1 | 1 | 09/05/2001 |
| 80 | 80-1 | 1 | 09/05/2001 |

CE-750

Highlights of Change

ATA 22-1 Relief for Autopilot reinstated with proviso that both Flight Guidance Computers are verified to be operative.

ATA 34-8 Relief for Flight Directors revised to use phrase "Autopilot is not used" versus "Autopilot is Considered Inop". This negates the need to render AP inop via a maintenance procedure.

CE-750

Definitions

1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

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

CE-750

Definitions

Certificate Data Sheet.

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

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

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

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

CE-750

Definitions

operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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

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

CE-750

Definitions

required to be published as a part of the operator's manual or MEL.

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

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

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

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

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

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

CE-750

Definitions

record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

CE-750

Definitions

do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

CE-750

Definitions

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

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

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

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

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

CE-750

Definitions

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

CE-750

Preamble
(Effective 6/14/89)

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

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

CE-750

Preamble
(Effective 6/14/89)

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

CE-750

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures.

- 21-3 (O) Procedure to verify no air is flowing out of PAC's.
- 21-4 (M) Procedure to verify Isolation Valve is closed, both PAC's operative, and APU is operative.
- 21-6 (M) Procedure to secure Outflow Valve(s).
 - (O) Procedure to operate unpressurized below 10,000 feet.
- 21-8 (O) Procedure to use chart to convert Cabin Altitude to Differential Pressure.
- 21-10 (O) Procedure to use chart to convert Differential Pressure to Cabin Altitude.
- 21-16 (O) Procedure to log time with baggage compartment unpressurized.
- 21-17 (M) Procedure to install blocking plate.

- 22-1 (O) Procedure to verify both FGC's are operative.
- 22-2 (O) Procedure to verify both FGC's are operative and AFM procedures are complied with.
- 22-4 (O) Procedure to verify that pitch trim and NWS are operational.

- 23-2 (O) Procedure to ensure SATCOM coverage exists for intended route.
- 23-3 (O) Procedure to brief passengers via alternate means.
- 23-3 (O) Procedure to establish alternate communication procedures.
- 23-10 (O) Procedure to brief passengers via alternate means.
- 23-13 (O) Procedure to determine if aural warnings go thru speaker.
- 23-14 (O) Procedure to verify that Aux COM/NAV Display unit is operable.
- 23-15 (O) Procedure to brief passenger in lieu of using recorded briefing.
- 23-16 (O) Procedure to verify SATCOM coverage exists for intended route.

- 24-2 (M) Procedure to disconnect battery and stow connector.
- 24-3 (M) Procedure to ensure generator rotates freely.

Guidelines for (O) & (M) Procedures

- 25-1-2(O) Procedure to ensure baggage is not stowed under the seat with inoperative restraining bar.
- 25-1-3(O) Procedure to ensure seat does not block emergency exit or passenger access to main aisle.
- 25-11-3(M) Procedure to secure the compartment closed.
- 25-13 (M) Procedure to secure compartment closed.

- 26-2 (O) Procedure to log pressurization cycles.
- 26-3 (M) Procedure to secure APU.
- 26-3-1(O) Procedure to verify APU FIRE CAS message, Master Warning Lights, APU System Master, and Aural Warnings operate normally.

- 27-1 (O) Procedure to visually check affected flight control system prior to each takeoff and to verify NO TAKEOFF warning system is operational.

- 27-2 (M) Procedure to secure system in unlocked position.

- 28-1 (M) Procedure to ensure Fuel Low Level Indicating system, both Fuel Flow Indicators, and FMS fuel quantity function are operative.
(M) Procedure to fill and verify wing tank fuel quantity.
- 28-3 (M) Procedure to ensure both fuel flow displays and the FMS fuel quantity function are operative.
(M) Procedure to fill and verify fuel quantity in center tank.
- 28-5 (M) Procedure to ensure fuel quantity display is operative.

- 30-2 (M) Procedure to verify that all Pitot Heater components are operative prior to each flight.
- 30-3 (M) Procedure to verify that all Static Port Heater components are operative prior to each flight.
- 30-13 (M) Procedure to ensure basins are not used and ice removed.

- 31-3 (O) Procedure to record hours via alternate means.

- 33-6 (O) Procedure to inform passengers at appropriate times.
- 33-12 (O) Procedure to verify that all Cabin Emergency Lighting is operative.

CE-750

Guidelines for (O) & (M) Procedures

- 34-7.3(O) Procedure to verify Nav fixes prior to dispatch, determine suitability of Nav facilities, and manually tune radios.
- 34-9.1),a), (O) Procedure to ensure crew is aware of altitude and d),&e) expected aircraft performance and communicate those
- 34-9.2) in takeoff and landing briefings.
- 34-10 (O) Procedure to determine if enroute or approach procedures require use of the system and if required by FAR.
(M) Procedure to deactivate and secure the system.
- 34-10
 - 2) (O) Procedure to determine if enroute or approach procedures require use of the system. Procedure to verify TA visual and audio functions are operative.
 - 3) (O) Procedure to determine if enroute or approach procedures require the use of the system and that RA visual display and audio functions are operative.
- 34-11 (O) Altitude callout procedure and procedure to determine if enroute operations require its use.
- 34-12 (O) Procedure to display data as per MMEL.
(M) Procedure to move inoperative DU to center position, if required.
- 34-19 (O) Procedure to verify Flight Director functions are properly displayed.
- 35-4 (O) Procedure to use Oxygen Pressure Gauge in Pilot's instrument Panel in lieu of Service Panel.
- 38-1 (M) Procedure to deactivate system and verify that there are no leaks.
(M) Procedure to drain system and ensure system is not reserviced.
- 38-2 (M) Procedure to deactivate system and verify that there are no leaks.
- 49-1 (M) Procedure to deactivate and secure APU.
- 49-2 (M) Procedure to verify that APU Generator is mechanically sound and capable of rotation.

CE-750

Guidelines for (O) & (M) Procedures

- 49-5 (O) Procedure to record Hobbs operation times.
- 49-6 (M) Procedure to secure APU Fuel Shutoff Valve.

- 52-9 (O) Procedure to verify all green indicators are in view and that inner and external door handles are correctly stowed.

- 71-1 (M) Procedure to deactivate the system.

- 73-1 (M) Procedure to ensure the system is off and that it does not interfere with engine speed control.

- 77-1 (O) Procedure to estimate fuel consumption using other engine indicators.
- 77-3 (M) Procedure to check visual indicator.

- 78-1 (M) Procedure to secure Thrust Reversers.
(O) Procedure to check runway distance required with no TR's.

- 80-1 (M) Procedure to ensure start valve is closed after engine start.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

21-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|--|
| 21 | AIR CONDITIONING | | | | |
| 1. | Environmental Control Unit (PAC) | C | 2 | 1 | May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is operated with the affected PAC Switch OFF, b) Aircraft is operated at or below FL410, and c) APU MAX COOL is not selected on. |
| | | C | 2 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is operated unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, c) Wemac Boost is operative, and d) Baggage compartment must be empty. |
| 2. | Air Temperature Control Systems (Cockpit and Cabin) | | | | |
| 1) | Automatic | C | 2 | 0 | May be inoperative provided the Air Temperature Control System is operative in the Manual mode. |
| 2) | Manual | C | 2 | 0 | May be inoperative provided the Air Temperature Control System is operative in the Automatic mode. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

21-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------|----|---------------------|---------------------------------|--------------------------|
| 21 | AIR CONDITIONING | | | | |

| | | | | | |
|----|-----------------------------|---|---|---|--|
| 3. | Bilevel Flow Control Valves | C | 2 | 1 | May be inoperative provided: a) Affected valve is verified not to be in the HIGH position, b) Affected PAC Switch is not placed to HIGH, and c) Aircraft is operated at or below FL410. |
|----|-----------------------------|---|---|---|--|

| | | | | | |
|--|--|--|---|---|---|
| | | | 2 | 0 | (O)May be inoperative provided: a) Both valves are verified closed, b) PAC Switches remain OFF, c) Wemac Boost is operational, d) Aircraft is operated unpressurized, e) Aircraft is operated at or below 10,000 MSL, and f) Baggage compartment remains empty. |
|--|--|--|---|---|---|

| | | | | | |
|----|---------------------|---|---|---|---|
| 4. | Pac Isolation Valve | C | 1 | 0 | (M)May be inoperative provided: a) Isolation Valve is verified CLOSED, b) Both PAC's are operative, c) the APU is operative, and d) Aircraft is operated at or below FL410. |
|----|---------------------|---|---|---|---|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

21-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-------------------------------|----|---------------------|---------------------------------|---|
| 21 | AIR CONDITIONING | | | | |
| 5. | Cabin Pressure Control System | | | | |
| 1) | Automatic Schedule Mode | C | 1 | 0 | May be inoperative provided: a) Altitude Select Mode is operative, b) Cabin altimeter is operative, c) Cabin Vertical Speed Indicator is operative, and d) Aircraft is operated at or below FL410. |
| 2) | Altitude Select Mode | C | 1 | 0 | May be inoperative provided: a) Automatic Schedule Mode is operative, b) Cabin altimeter is operative, c) Cabin Vertical Speed Indicator is operative, d) Cabin Differential Pressure Gauge is operative, and e) Aircraft is operated at or below FL410. |
| 3) | Manual Control Mode | C | 1 | 0 | May be inoperative provided: a) Automatic Cabin Pressure Control System is operative, b) Cabin altimeter is operative, c) Cabin Vertical Speed Indicator is operative, d) Cabin Differential Pressure Gauge is operative, and e) Aircraft is operated at or below FL410. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

21-4

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-----------------------------------|----|---------------------|---------------------------------|--|
| 21 | AIR CONDITIONING | | | | |
| 6. | Outflow Valves | C | 2 | 0 | (M)(O)Both may be inoperative provided: a) At least one valve is secured OPEN, b) Aircraft is operated in an unpressurized configuration, c) Aircraft is operated at or below 10,000 feet MSL, and d) Baggage compartment remains empty. |
| 7. | Primary Door Seal | C | 1 | 0 | May be inoperative provided: a) The primary seal does not interfere with the door operation, and b) Aircraft is operated at or below FL250. |
| 8. | Cabin Differential Pressure Gauge | C | 1 | 0 | (O)May be inoperative provided: a) Cabin Altimeter is operative, and b) A Chart is provided to convert Cabin Altitude to Differential Pressure. |
| 9. | Cabin Vertical Speed Indicator | C | 1 | 0 | May be inoperative provided: a) Cabin Pressure Control System is operative, and b) Cabin Altimeter is operative. |
| | | C | 1 | 0 | a) Aircraft is operated in an unpressurized configuration, b) Aircraft is operated at or below 10,000 feet MSL, c) Wemac boost is ON, and d) Baggage compartment remains empty. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

21-5

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-------------------------------------|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 21 | AIR CONDITIONING | | | | |
| 10. | Cabin Altimeter | C | 1 | 0 | (O)May be inoperative provided: a) Cabin Deferential Pressure Gauge is operative, and b) A chart is provided to convert Differential Pressure to Cabin Altitude. |
| 11. | Pilot Gaspers (WEMACS) | C | 2 | 0 | |
| 12. | Cabin Temperature Remote Controller | C | 1 | 0 | |
| 13. | Cabin Temperature Indicator | C | 1 | 0 | |
| 14. | Cockpit Temperature Indicator | C | 1 | 0 | |
| 15. | Wemac Blower | C | 1 | 0 | |
| 16. | Baggage Door Seal | C | 1 | 0 | (O)May be inoperative provided: a) The aircraft is operated below 41,000 feet, b) The number of flights with the baggage compartment not pressurized are logged, and c) AFM and Maintenance Manual limitations are complied with. |
| 17. | APU Bleed Air Max Cool Valve | C | 1 | 0 | (M)May be inoperative provided a blocking plate is installed to block APU cooling bleed air flow. |
| 18. | Cabin Door Acoustic Seal | C | 1 | 0 | |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

21-6

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|----------------------|----|---------------------|---------------------------------|---|
| 21 | AIR CONDITIONING | | | | |
| 19. | Secondary Door Seal | C | 1 | 0 | May be inoperative provided: a) Cabin Pressurization Source Selector switch remains OFF, b) Flight is conducted unpressurized, and c) The secondary seal does not interfere with the door operation. |
| | | C | 1 | 0 | a) The secondary seal does not interfere with door operation, b) The primary seal is operative, and c) The flight is conducted at or below FL250. |
| 20. | Nose Compartment Fan | C | 1 | 0 | Moved from section 34. |
| 21. | Glareshield Fans | C | 2 | 0 | Moved from section 34. |
| 22. | Tail Fans | C | 1 | 0 | Moved from section 34. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3 a

PAGE:

DATE: 04/12/2006

22-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 22 | AUTO FLIGHT | | | | |
| 1. | Autopilot Systems (Flight Guidance Computers) | B | 2 | 0 | (O)May be inoperative except where RVSM or approach minimums require use of an autopilot provided both Flight Guidance Computers are verified to be operative. |
| | | C | 2 | 1 | (O)One autopilot may be inoperative provided both Flight Guidance Computers are verified to be operative. |
| 2. | Lower Rudder Yaw Damper | B | 2 | 1 | (O)May be inoperative provided: a) AFM procedures applicable to dual lower rudder YD failure (see YD FAIL LOWER A-B amber abnormal procedure) are complied with, and b) Both Flight Guidance Computers (FGC) are verified operative. |
| 3. | Mach Trim | C | 1 | 0 | May be inoperative provided: a) Maximum Mach of 0.82 is not exceeded, and b) Maximum altitude of FL410 is not exceeded. |
| 4. | Autopilot Disconnect Switches (AP/TRIM/NWS DISC Switches) | C | 2 | 1 | (O)Either the pilot's or copilot's control wheel switch may be inoperative provided: a) The autopilot is not utilized at less than initial approach altitude, b) NWS is verified operative, c) Pitch trim is verified operative, and d) Pilot flying must have operational autopilot disengage switch. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

22-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|---|
| 22 | AUTO FLIGHT | | | | |
| 5. | Go-Around Buttons | C | 2 | 1 | May be inoperative for pilot not flying. |
| | | C | 2 | 0 | Both may be inoperative provided: a) Flight Director is not used during a go around, and b) Autopilot is disconnected for go arounds. |
| 6. | Autopilot Disconnect | | | | See Autopilot Disconnect Switches |
| 7. | Autopilot/Flight Director Touch Control Steering (TCS) Switches | C | 2 | 0 | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

23-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------------------|---|---|
| | | | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 23 | COMMUNICATIONS | | | | |
| 1. | VHF Communications Systems | D | - | - | Any in excess of those required by FAR may be inoperative provided it is not powered by an Emergency Power source and is not required by emergency procedures. |
| 2. | High Frequency (HF) Communication Systems | D | - | - | Any in excess of those required by FAR may be inoperative. |
| | | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided: a) Satcom Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight. and d) Prior coordination with the appropriate ATC facility is required when Inmarsat Codes for SATCOM Voice are not available. |
| | | | | | NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

23-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|----------------|----|---------------------|---------------------------------|--------------------------|
| | | | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 23 | COMMUNICATIONS | | | | |

3. Passenger Address
(PA) System

1) Passenger
Configuration

B

1

0

(O)May be inoperative provided:
a) Alternate, normal, and
emergency procedures, and/or
operating restrictions are
established and used, and

C

1

0

(O)May be inoperative provided:
a) PA not required by FAR, and
b) Alternate, normal and
emergency procedures, and/or
operating restrictions are
established and used.
NOTE: Any station function(s)
that operate normally may be
used.

a) Lavatory
Speakers

C

-

0

(O)May be inoperative provided
alternate procedures are
established and used.

2) Cargo
Configuration
(Courier/
Supernumary
Address System)

C

1

0

May be inoperative provided
alternate, normal and emergency
procedures, and/or operating
restrictions are established
and used.

D

1

0

May be inoperative provided
procedures do not require its
use.

a) Lavatory
Speakers

C

1

0

(O)May be inoperative provided
alternate procedures are
established and used.

D

1

0

May be inoperative provided
procedures do not require its
use.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3 a

PAGE:

DATE: 04/12/2006

23-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 23 | COMMUNICATIONS | | | | |
| 4. | Crewmember Interphone System(s) | C | 2 | 1 | |
| 1) | Passenger Configuration | | | | |
| a) | Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | (O)May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets. |
| b) | Flight Deck to Ground Function | | | | |
| | | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| 2) | Cargo Configuration | | | | |
| a) | Flight Deck to Cabin, Cabin to Flight Deck Functions | C | 1 | 0 | (O)May be inoperative provided: alternate, normal and emergency procedures, and/or operating restrictions are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

23-4

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 23 | COMMUNICATIONS | | | | |
| | b) Flight Deck to Ground Functions | | | | |
| | | C | - | 0 | (O)May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| 5. | Cockpit Voice Recorder (CVR) (Flight Data Recorder Required by FAR's) | A | 1 | 0 | May be inoperative provided a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. |
| | Cockpit Voice Recorder (CVR) System (Flight Data Recorder Not Required By FAR's) | A | 1 | 0 | May be inoperative provided repairs are made within three flight days. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3 a

PAGE:

DATE: 04/12/2006

23-5

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|---|
| 23 | COMMUNICATIONS | | | | |
| 6. | Boom Microphones (Cockpit Voice Recorder with Flight Data Recorder Installed) | | | | |
| 1) | Cockpit Voice Recorder Equipped to Record Boom Microphones per FAR 135.151(d), 125.227(e) | A | - | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. |
| *** 2) | Cockpit Voice Recorder not Equipped to Record Boom Microphone | D | - | 0 | Any in excess of those required by FAR may be inoperative. |
| 7. | Hand-Held Microphones | C | 2 | 0 | May be inoperative provided the associated Boom Microphone or Headset is operative. |
| 8. | Headsets | C | - | 0 | May be inoperative provided: a) Associated Hand-Held Microphone is operative, and b) Cockpit Speakers are operative. |
| 9. | Flight Phone *** | C | - | 0 | |
| 10. | Recorded Passenger Briefing System *** | C | - | 0 | (O) May be inoperative provided alternate procedures are used for required passenger briefings. |
| 11. | Selective Call System (SELCAL) *** | C | - | 0 | May be inoperative provided procedures do not require its use or flight crew monitors HF or VHF frequencies. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

23-6

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 23 | COMMUNICATIONS | | | | |
| 12. | Static Wicks | C | 18 | 16 | Two or less may be missing, but if two, they must not be consecutive. |
| 13. | Flight Deck Speaker Systems | C | 2 | 1 | (O)May be inoperative provided: a) Affected speaker(s) is not required for procedures or aural warnings, and b) A headset is installed, operative, and used for each cockpit position. |
| 14. | Radio Management Units (RMU) | C | 2 | 1 | (O)One may be inoperative provided: a) Remaining RMU is verified to operate normally, and b) Auxiliary COM/NAV control display unit is verified to operate normally. |
| 15. | Electronic *** Checklist System (with or without Cabin Briefing) | D | 1 | 0 | (O)May be inoperative provided: a) Paper checklist is available and b) Alternate normal, abnormal, and emergency procedures are established and used. |
| 16. | SATCOM | D | - | - | (O)May be inoperative provided procedures do not require its use (i.e. see item 23-2, HF Comm) |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

24-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|---|
| 24 | ELECTRICAL POWER | | | | |
| 1. | AC BEARING FAIL Message | C | 2 | 0 | May be inoperative provided the AMT does not log as an AC Bearing Failure. |
| 2. | Main Ship Batteries (Aircraft with Parallel Electrical System) | B | 2 | 1 | (M)One may be inoperative provided: a) The affected battery is disconnected and the connector is stowed, b) The APU is running and the APU generator is verified operating, c) The maximum altitude is FL310, and d) The affected battery switch remains in the OFF position. |
| | (Aircraft with Split Bus Electrical System) | | 2 | 2 | |
| 3. | Engine Driven Generators (Aircraft with Parallel Electrical System) | B | 2 | 1 | (M)One may be inoperative provided: a) The APU is running and the APU generator is verified operating, and b) the maximum altitude is FL310. |
| | (Aircraft with Split Bus Electrical System) | B | 2 | 1 | (M)LH GEN may be inoperative provided: a) DC POWER XTIE Switch-CLOSED, b) The APU is running and the APU generator is verified operating by selecting RH GEN to OFF, verify that load is picked up, then turn RH GEN to ON, and c) the maximum altitude is FL310. |

continued next page

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

24-2

| SYSTEM & SEQUENCE NUMBERS | 1. ITEM | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------|---------------------|---------------------------------|--------------------------|
| 24 | ELECTRICAL POWER | | | |

(Aircraft with
Split Bus Electrical
System)

B

2

1

(M)RH GEN may be inoperative
provided:

- a) DC POWER XTIE Switch-OPEN,
- b) The APU is running and the
APU GEN verified operating,
and
- c) the maximum altitude is
FL310.

4. Ground Power
Dispatch Switch

C

1

0

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

25-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---------------------------------------|----|---------------------|---------------------------------|--|
| 25 | EQUIPMENT/FURNISHINGS | | | | |
| 1. | Passenger Seats | D | - | - | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seatbelt is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> |
| | 1) Recline Mechanism | D | - | - | <p>May be inoperative and seat occupied provided seat is secured in the upright position.</p> |
| | 2) Underseat Baggage Restraining Bars | D | - | - | <p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar. |
| | 3) Armrest | C | - | - | <p>(O) May be inoperative and occupied provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, and b) Seat does not restrict any passenger from access to the main aircraft aisle. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

25-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 25 | EQUIPMENT/FURNISHINGS | | | | |
| 2. | Flotation Equipment (Crew and Passenger) | C | - | - | Any in excess of those required by FAR may be inoperative. |
| 3. | Emergency Locator Transmitter (ELT) | C | 1 | - | As required by FAR. |
| *** | | C | - | 0 | May be inoperative for scheduled flights by scheduled air carriers. |
| 4. | Passenger Convenience Items | | - | 0 | Passenger Convenience Items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. |
| | | | | | NOTE: Exterior lavatory ash trays are not considered convenience items. |
| 5. | First Aid Kits | D | - | - | Any in excess of those required by FAR may be incomplete or missing provided the required distribution is maintained. |
| 6. | Flight Deck Sunvisors | D | 2 | 0 | May be inoperative provided the sunvisor(s) do not obstruct either pilots' field of view for takeoff and landing. |
| 7. | Emergency Vision Assurance System (EVAS) | C | 2 | 0 | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

25-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 25 | EQUIPMENT/FURNISHINGS | | | | |
| 8. | Chart Holders | C | 2 | 0 | |
| | 1) Lights | C | 2 | 0 | |
| 9. | Security System | D | - | - | |
| 10. | Eye Locator | C | 1 | 0 | |
| 11. | Pilot Seat or Copilot Seat | | | | |
| | 1) Vertical Manual Adjustment Systems | C | 1 | 0 | May be inoperative provided: a) Affected seat has failed in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Position of the seat is acceptable to crewmember. |
| | 2) Lumbar Supports | C | 1 | 0 | May be inoperative provided the seat is acceptable to the affected crewmember. |
| | 3) Armrests | C | 2 | 0 | (M)May be inoperative provided: a) Affected armrest is stowed in the retracted position, and b) Seat is acceptable to the affected crewmember. |
| | 4) Recline Function | C | 1 | 0 | May be inoperative provided the seat is acceptable to the affected crewmember. |
| | 5) Thigh Supports | C | 2 | 0 | May be inoperative provided the seat is acceptable to the affected crewmember. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

25-4

| SYSTEM & SEQUENCE NUMBERS | 1. ITEM | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-----------------------|---------------------|---------------------------------|--------------------------|
| 25 | EQUIPMENT/FURNISHINGS | | | |

12. Flight Deck
Flashlight and Holder
Assembly

| | | | | |
|---------------|---|---|---|--|
| 1) Flashlight | C | 2 | 0 | May be inoperative provided crewmember assigned to the associated seat has a flashlight with two D cell batteries. |
|---------------|---|---|---|--|

| | | | | |
|--------------------|---|---|---|---|
| 2) Holder Assembly | C | 2 | 0 | May be inoperative provided alternate storage means are provided. |
|--------------------|---|---|---|---|

13. Cabin Storage
Compartments/Closets

| | | | |
|---|---|---|--|
| C | - | - | (M)May be inoperative provided: a) Procedures are established to secure the compartment closed, b) The compartment is not used for the storage of emergency equipment, and c) The affected compartment(s) is not used for the storage of any item that except those that are permanently affixed. |
|---|---|---|--|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

26-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|--|
| 26 | FIRE PROTECTION | | | | |
| 1. | Portable Fire Extinguishers | D | - | - | Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) The required distribution is maintained. |
| 2. | Baggage Area Smoke Detection System | C | 1 | 0 | (O)May be inoperative provided: a) No baggage is carried, b) The baggage isolation valve is closed, and c) Procedures are established to log the pressurization cycles and flight hours when the baggage isolation valve is closed. |
| 3. | APU Fire Detection Detection and Extinguishing System | C | 1 | 0 | (M)May be inoperative provided the APU is secured and other procedures do not require the use of the APU. |
| 1) | APU FIRE PUSH Illuminated Switch | C | 1 | 0 | (O)May be inoperative provided the APU FIRE CAS message, Master Warning Lights, APU System Master, and Aural Warnings are verified to operate normally. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

27-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|--|
| 27 | FLIGHT CONTROLS | | | | |
| 1. | Synoptic Wing Display | C | 1 | 0 | (O)Individual components of the synoptic wing display may be inoperative provided: <ul style="list-style-type: none"> a) The affected system is visually checked for proper operation prior to each takeoff, and b) The affected aspects of the NO TAKEOFF warning system is verified to be operational. |
| 2. | Control Lock T-Handle (Units -0001 to -0062) | C | 1 | 0 | (M)May be inoperative provided the system is secured unlocked. |
| 3. | Pilot or Copilot's Rudder Pedal Adjustment Mechanism | C | 2 | 0 | May be inoperative provided the rudder pedals' position is acceptable or may be adjusted in a position acceptable to the affected crewmember. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

28-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------------------------|----|---------------------|---------------------------------|---|
| 28 | FUEL | | | | |
| 1. | Wing Tank Fuel Quantity Display | B | 2 | 1 | (M)One may be inoperative provided: a) Fuel Low Level message is operative, b) Both Fuel Flow Indicators are operative, c) The FMS fuel quantity function is operative and utilized, d) Both Wing Tanks are completely filled with fuel, or e) The fuel quantity in both wing tanks is determined by a reliable means. |
| 2. | Single Point Refueling System | C | 1 | 0 | |
| 3. | Center Fuel Quantity Display | B | 1 | 0 | (M)May be inoperative provided: a) Both Fuel Flow indicating systems are operative, b) The FMS fuel quantity function is operative and utilized, c) The center tank is verified empty, or d) The fuel quantity in center tanks is verified by other reliable means. |
| 4. | Fuel Tank Temperature Display | C | 2 | 1 | |
| 5. | Fuel Low Level Message | C | 2 | 1 | (M)May be inoperative provided the associated fuel quantity display is operative. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

28-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 28 | FUEL | | | | |
| 6. | Center to Wing Transfer System | B | 2 | 1 | One may be inoperative provided: a) Less than 300 pounds of center tank fuel is on board, and b) The affected center to wing transfer switch is in the OFF position. |
| 7. | Pressure Refueling/ Defueling Adapter (Dust Cap) | C | 1 | 0 | May be inoperative or missing provided: 1) Refueling receptacle is visually checked for contamination prior to each refueling, and 2) No leakage can be detected after each fueling is completed. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

30-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|------------------------------|--|
| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 30 | ICE AND RAIN PROTECTION | | | | |
| 1. | Pitot Heaters | B | 3 | 2 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated into known or forecast icing conditions. |
| 2. | Pitot Heat L-R SB CAS Failure Message | B | 3 | 2 | (M)One may be inoperative provided: a) All pitot heater components are verified operative before each flight, and b) Aircraft is not operated into known or forecast icing conditions. |
| 3. | Static Heat L-R Failure Message | B | 2 | 1 | (M)One may be inoperative provided: a) All Static Port Heater components are verified operative before each flight and b) Aircraft is not operated in known or forecast icing conditions. |
| 4. | Static Port Heaters | B | 2 | 1 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

30-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---------------------------------|----|---------------------------------|---|--|
| | | | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 30 | ICE AND RAIN PROTECTION | | | | |
| 5. | Windshield Air System | C | 1 | 0 | May be inoperative provided the aircraft is not operated within precipitation for takeoff or landing. |
| 6. | Anti-Ice Systems | | | | |
| | 1) Wing Fixed Leading Edge | C | 2 | 1 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| | 2) Wing Cuff Fairing | C | 2 | 1 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| | 3) WING A/I COLD L-R Message | C | 2 | 0 | Both may be failed ON provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

30-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|----------------------------------|----|---------------------------------|---|---|
| | | | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 30 | ICE AND RAIN PROTECTION | | | | |
| | 4) WING CUFF COLD L-R Message | C | 2 | 0 | Both may be failed ON provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| | 5) ENG A/I COLD L-R Message | C | 2 | 0 | Both may be failed ON provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| 7. | Slat Anti-Ice System | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| | 1) SLAT A/I COLD L-R Message | C | 2 | 0 | Both may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

30-4

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|---|
| | | | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 30 | ICE AND RAIN PROTECTION | | | | |
| 8. | Horizontal Stabilizer Anti- Ice System | C | 2 | 1 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| | 1) STAB A/I COLD L-R Message | C | 2 | 0 | Both may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| 9. | Ram Air Temperature B (RAT) Probe Heater | B | 2 | 1 | One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions. |
| 10. | Electric Windshield Anti-Ice System | C | 2 | 1 | One may be inoperative provided aircraft is not operated in known or forecast icing conditions. |
| 11. | Electric Cockpit Side Window Heat System | C | 2 | 0 | One or both may be inoperative provided aircraft is not operated in known or forecast icing conditions. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

30-5

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|---|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 30 | ICE AND RAIN PROTECTION | | | | |
| 12. | Bleed Air RTD's (All Except TH005 and TH006) | A | - | - | May be faulted for a maximum of 3 months or 250 flight hours which ever occurs first. |
| | (TH005 or TH006) | A | 2 | 2 | Either may be faulted provided operations are limited to 8.5 hours of flight in forecast icing conditions or 10 calendar days provided flight is not conducted in forecast icing conditions. |
| 13. | Drain Mast Heaters | C | - | 0 | (M)May be inoperative provided: a) Associated galley service basins and lavatory basins are not used, and b) Any remaining ice is removed from the galley service basins. |
| 14. | Angle of Attack Probe Heaters | C | 2 | 0 | May be inoperative provided flight is conducted in Day, VMC, clear of visible moisture. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

31-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 31 | INDICATING/RECORDING SYSTEMS | | | | |
| 1. | Clock (Cockpit) | C | 2 | 0 | Any in excess of those required by FAR may be inoperative. |
| 2. | Flight Data *** Recorder (FDR) | A | - | 0 | May be inoperative provided Cockpit Voice Recorder is operative and repairs are made within three flight days. |
| 3. | Hobbs Flight Hour Meter | C | 1 | 0 | (0)May be inoperative provided the flight crew records aircraft flight time. |
| 4. | AOA Indexer *** | C | 1 | 0 | |
| 5. | AOA Gauge *** | C | 1 | 0 | |
| 6. | Aircraft Maintenance Test System | | | | |
| | 1) ACFT MAINTENANCE A Annunciation | | - | - | May be dispatched with faults indicated with ACFT MAINTENANCE annunciation provided AFM procedure is followed to determine if message was caused by STAB SUPPLY UNDER TEMP L OR R. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

33-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------------------|---|---|
| | | | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 33 | LIGHTS | | | | |
| 1. | Anti-Collision Light System (Strobe) | C | 1 | 0 | May be inoperative for day operations. |
| 2. | Position Light Systems | C | - | 0 | May be inoperative provided aircraft is not operated at night. |
| | | C | - | - | May be inoperative at night provided one position light is operative at each location. |
| 3. | Wing Inspection Lights | C | 2 | 1 | |
| | | C | 2 | 0 | May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions. |
| 4. | Landing Lights | C | 2 | 1 | One may be inoperative provided both Taxi Lights are operative. |
| | | C | 2 | 0 | May be inoperative provided aircraft is not operated at night. |
| 5. | Cockpit and Instrument Lighting Systems | C | - | - | Individual lights may be inoperative provided: a) Sufficient lighting is operative to clearly illuminate all required instruments, controls, and other devices for which it is provided, |

continued, next page

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

33-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 33 | LIGHTS | | | | |
| 5. | Cockpit and Instrument Lighting Systems(continued) | C | - | - | b) Remaining lights are positioned so that direct rays are shielded from crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew, and d) Auxiliary Panel Lighting must be operative at night. |
| 6. | FASTEN SEAT BELT and NO SMOKING Signs | C | - | 0 | (O)May be inoperative provided alternate procedures are used for notifying passengers. |
| 7. | Ground Recognition Lights | C | 2 | 0 | |
| 8. | Logo Lights *** | C | - | 0 | |
| 9. | Tailcone Compartment Maintenance Light | C | 1 | 0 | |
| 10. | Windshield Ice Detection Lights | C | 2 | 0 | May be inoperative for day operations. |
| 11. | Taxi Lights | C | 2 | 0 | May be inoperative provided: a) Both Landing Lights are operative. |
| | | C | 2 | 0 | a) Aircraft is not operated at night. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

33-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 33 | LIGHTS | | | | |
| 12. | Cabin Interior Lighting System (including Cabin Indirect Lighting System and Cabin Reading Lights) | C | - | - | (O) Individual lights may be inoperative provided: a) All cabin Emergency Lighting is verified operative, b) Sufficient Lighting is operative for the crew to perform required duties, and c) Lighting Configuration is acceptable to the flight crew. |
| 13. | Floor Proximity Emergency Escape Path Marking System Lights | | | | |
| | 1) LH Forward | C | - | - | Up to 6 (3 pairs) bulbs may be inoperative provided no two adjacent pairs are inoperative. |
| | | C | - | - | Up to 15 individual LED elements may be inoperative. |
| | 2) RH AFT | C | - | - | Up to 4 (2 pairs) bulbs may be inoperative provided no two adjacent pairs are inoperative. |
| | | C | - | - | Up to 15 individual LED elements may be inoperative. |
| 14. | Wing Tip Downwash Lights | C | 2 | 0 | |
| 15. | Single Point Refueling Door Light | C | 1 | 0 | |
| 16. | Baggage Compartment Lights | C | - | 0 | |
| 17. | Exterior Emergency | C | - | 0 | May be inoperative for day time |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

33-4

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------------------|----|---------------------|----|---|
| | | | | | |
| 33 | LIGHTS | | | | |
| | Lighting | | | | operations. |
| 18. | Pulse Light System | D | - | 0 | |
| 19. | Pylon Work Lights | D | 2 | 0 | |
| 20. | Beacon Light System | C | 1 | 0 | |
| 21. | Segmented LED Tail NAV Light | C | 72 | 66 | One half of one vertical segment may be inoperative. |
| | | C | 72 | - | If more than one vertical segment is inoperative, operations are restricted to daylight operations. |
| 22. | Windshield Ice Detect Lights | C | 2 | 0 | May be inoperative provided aircraft is not operated at night. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------------------|---|---|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 34 | NAVIGATION | | | | |
| 1. | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by FAR may be inoperative. |
| 2. | Weather Radar System | C | 1 | 0 | Any in excess of those required by FAR may be inoperative. |
| 3. | Checklist Function *** | C | - | 0 | May be inoperative provided appropriate checklists are readily available to both pilots. |
| 4. | Automatic Direction Finding (ADF) Systems | C | - | 0 | Any in excess of those required by FAR may be inoperative. |
| 5. | Marker Beacon Receiver System | C | 2 | 0 | May be inoperative provided Marker beacon is not required for the approach to be flown. |
| 6. | Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems | B | 2 | 0 | May be inoperative provided: a) Enroute or RVSM operations do not require its use, and prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |
| | | D | 2 | 1 | Any in excess of those required by FAR may be inoperative. |
| 7. | Navigation Systems | | | | |
| 1) | VOR/ILS | C | 2 | 0 | Any in excess of those required by FAR may be inoperative. |
| 2) | Flight Management Systems (FMS) | C | - | 0 | Any in excess of those required by FAR may be inoperative provided functions not required by other MMEL procedures. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3 a

PAGE:

DATE: 04/12/2006

34-2

| SYSTEM & SEQUENCE NUMBERS | 1. ITEM | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------|---------------------|---------------------------------|--------------------------|
| 34 | NAVIGATION | | | |

3) Navigation
Databases

C

-

-

(O)May be out of currency
provided:

- a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch.
- b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and
- c) Approach Navigation Radios are manually tuned and identified.

8. Flight Director
System

C

2

0

May be inoperative provided:

- a) It is verified that the Command Bars will remain retracted from view,
- b) Approach minimums do not require use of the Flight Director, and
- c) Autopilot system is not used.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-3

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|--------------------------|---|---------------------------------|---|
| | | | | | |
| 34 | NAVIGATION | | | | |
| 9. | Class A TAWS Required by FAR | | | | |
| 1) | Ground Proximity Warning System (GPWS) | A | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| | a) Modes 1-4 | A | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established, used, and b) Repairs are made within two flight days. |
| | b) Test Mode | A | 1 | 0 | May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days. |
| | c) Glideslope Deviation (Mode 5) | B | - | 0 | |
| | | C | - | 1 | |
| | d) Advisory Callouts | B | - | 0 | (O)May be inoperative provided alternate procedures are established and used. |
| | | C | - | 0 | (O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-4

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 34 | NAVIGATION | | | | |
| *** | e) Windshear Mode (Reactive) | C | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System(Predictive) operates normally. |
| | | C | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. |
| 2) | Terrain System- Forward Looking Terrain Avoidance (FLTA) and Premature Descent (PDA) Functions | B | 1 | 0 | (O)May be inoperative provided alternate procedures are established and used. |
| | a) Terrain Display Systems | C | - | 1 | |
| | | B | - | 0 | |
| 3) | Runway Awareness and Advisory System (RAAS) | C | 1 | 0 | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-5

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 34 | NAVIGATION | | | | |
| 9. | Class B TAWS Required by FAR | | | | |
| 1) | Ground Proximity Warning System (GPWS) | A | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| | a) Modes 1 and 3 | A | - | 0 | (O)May be inoperative provided: a) Alternate procedures are established, used, and b) Repairs are made within two flight days. |
| | b) Test Mode | A | 1 | 0 | May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days. |
| | c) Modes 2,4,&5 | C | 3 | 0 | |
| | d) Advisory Callouts | B | - | 0 | (O)May be inoperative provided alternate procedures are established and used. |
| | | C | - | 0 | (O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used. |
| *** | e) Windshear Mode (Reactive) | C | 1 | 0 | (O)May be inoperative provided: alternate procedures are established and used. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-6

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------|----|---------------------------------|--|--------------------------|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 34 | NAVIGATION | | | | |

| | | | | | |
|----|---|---|---|---|---|
| 2) | Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent (PDA) Functions | B | 1 | 0 | (O)May be inoperative provided alternate procedures are established and used. |
|----|---|---|---|---|---|

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|----|----------------------------|---|---|---|--|
| a) | Terrain Display Systems | C | - | 0 | |
|----|----------------------------|---|---|---|--|

| | | | | | |
|----|--|---|---|---|--|
| 3) | Runway Awareness and Advisory System (RAAS) | C | 1 | 0 | |
|----|--|---|---|---|--|

| | | | | | |
|-----|---|---|---|---|--|
| 10. | Traffic Alert and Collision Avoidance System (TCAS I) | B | - | 0 | (M) (O)May be inoperative provided: a) System is deactivated and and secured, and b) Enroute or approach procedures do not require its use. |
|-----|---|---|---|---|--|

| | | | | | |
|--|--|---|---|---|--|
| | | C | - | 0 | (M) (O)May be inoperative provided: a) System is not required by FAR, b) System is deactivated and and secured, and c) Enroute or approach procedures do not require its use. |
|--|--|---|---|---|--|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-7

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 34 | NAVIGATION | | | | |
| | Traffic Alert and Collision Avoidance System (TCAS II) | B | - | 0 | (M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. |
| | | C | - | 0 | (M) (O) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. |
| | 1) Combined Traffic Alert and Resolution Advisory | C | 2 | 1 | (O) May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio functions are operative on the flying pilot side. |
| | 2) Resolution Advisory (RA) Display Systems | C | 2 | 1 | (O) May be inoperative on non-flying pilot's side. |
| | | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) visual and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-8

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|---|
| 34 | NAVIGATION | | | | |
| | 3) Traffic Alert Display System(s) | C | - | 0 | (O)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. |
| 11. | Altitude Alerting System | A | 2 | 0 | (O)May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. |
| 12. | Display Units(DU's) | C | 5 | 4 | (O)(M)One display unit may be inoperative provided: a) The inoperative DU is in the center position, b) Both pilots' PFDs are operative and are in the #1 and #5 positions, c) One DU displays EICAS, and d) One DU displays a MFD. |
| 13. | Airborne Flight *** Information System (AFIS) | C | 1 | 0 | |
| 14. | Radio Altimeter System | C | 1 | 0 | May be inoperative provided: a) The radio altimeter is not required for the approach to be flown, and b) 15 degree flap landings are not performed. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-9

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------|----|---------------------|---------------------------------|--------------------------|
| 34 | NAVIGATION | | | | |

| | | | | | |
|-----|--|---|---|---|---|
| 15. | Long Range Navigation Systems (IRS, GPS, etc.) | C | - | 0 | May be inoperative provided: a) Other Navigation Systems as required by FAR are operative, and b) IRS systems are capable of providing bank and pitch indications to the appropriate side. |
|-----|--|---|---|---|---|

| | | | | | |
|-----|-----------------------------------|---|---|---|---|
| 16. | Nonstabilized Magnetic Compass | B | 1 | 0 | May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative. |
|-----|-----------------------------------|---|---|---|---|

| | | | | | |
|--|--|---|---|---|--|
| | | B | 1 | 0 | May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight. |
|--|--|---|---|---|--|

| | | | | | |
|--|--|---|---|---|--|
| | | B | 1 | 0 | May be inoperataive for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques. |
|--|--|---|---|---|--|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-10

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|---|----|---------------------|---------------------------------|---|
| 34 | NAVIGATION | | | | |
| 17. | Multi-function Display (MFD) Indications | | | | |
| | 1) Elapsed Timer Function | D | 2 | 0 | May be inoperative provided: a) Flying approach that requires timing, elapsed timer must be operative on the flying pilot's side, or b) Display controller timer function is operative. |
| 18. | Traffic Collision Avoidance System I (TCAS I) | | | | Combined with TCAS II, Revision 1. |
| 19. | Flight Guidance Controller | | | | |
| | 1) Flight Director Command Functions Lights | C | 11 | 0 | (O)May be inoperative provided flight crew verifies that the selected functions are properly displayed on the PFD/MFD. |
| 20. | Left Nose Compartment Fan | | | | Moved to ATA 21. |
| 21. | Right Nose Compartment Fan | | | | Moved to ATA 21. |
| 22. | Glare Shield Fan | | | | Moved to ATA 21. |
| 23. | Tail Fan | C | 1 | 0 | |
| 24. | Enhanced Vision *** System (EVS) | D | 1 | 0 | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-11

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 34 | NAVIGATION | | | | |
| 25. | Standby Attitude Indicator | | | | Deleted, Revision 2. |
| 26. | Source Controllers (PFD) | | | | |
| 1) | VOR/Localizer Source Selector Switches (NAV) | C | 2 | 0 | May be inoperative provided procedures do not require its use. NOTE: NAV source can not be changed. Aircraft powers up on the outside VHF. |
| 2) | FMS Source Selector Switches | C | 2 | 0 | May be inoperative provided procedures do not require its use. |
| 3) | Preview Switches | C | 2 | 0 | |
| 4) | Bearing Source Selector Switches | C | 4 | 0 | May be inoperative provided procedures do not require its use. |
| 27. | Display Controllers (PFD/MFD) | | | | |
| 1) | PFD HSI Switches | C | 2 | 0 | May be inoperative. NOTE: WX RADAR requirements must be considered if ARC display modes are inoperative on both PFD's. |
| 2) | PFD WX Switches | C | 2 | 0 | |
| 3) | MFD MAP Switches | C | 2 | 0 | |
| 4) | MFD WX Switches | C | 2 | 0 | May be inoperative. NOTE: WX RADAR requirements must be considered. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 3

PAGE:

DATE: 09/30/2005

34-12

| SYSTEM & SEQUENCE NUMBERS | 1. ITEM | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------|---------------------|---------------------------------|--------------------------|
| 34 | NAVIGATION | | | |
| 5) | TCAS Switches | C 2 0 | | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

35-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------|---------------------------------|---|
| 35 | OXYGEN | | | | |
| 1. | Passenger Oxygen System | C | 1 | 1 | Individual oxygen masks or dispensers may be inoperative or missing provided the affected seat is placarded "DO NOT OCCUPY". |
| 2. | Portable Oxygen Bottles | C | - | - | Any in excess of those required by FAR may be inoperative: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility. |
| 3. | Oxygen Blowout Disc | | | | Deleted, Revision 1. |
| 4. | Oxygen Servicing Panel Pressure Gauge(s) | C | - | - | (O)May be inoperative provided the associated Oxygen Pressure Gauge in the pilot's instrument panel is operative. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1 b

PAGE:

DATE: 10/17/2002

38-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------------------|----|---------------------|---------------------------------|--|
| 38 | WATER/WASTE | | | | |
| 1. | Potable Water Systems | C | - | - | (M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system works normally may be used. |
| | | C | - | - | (M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that the system is not serviced. |
| 2. | Lavatory Waste Systems | C | - | - | (M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system works normally may be used. |
| | 1) Lavatory Dump Cable | C | 1 | 0 | May be inop provided lavatory is not serviced. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

49-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 49 | AIRBORNE AUXILIARY POWER | | | | |
| 1. | Auxiliary Power Unit (APU) | C | 1 | 0 | (M)May be inoperative provided APU is secured and other procedures do not require its use. |
| 2. | APU Electrical Power Generating System | C | 1 | 0 | (M)May be inoperative provided: a) APU Generator is verified mechanically sound and capable of rotation, and b) APU Generator Switch remains OFF, |
| | | C | 1 | 0 | (M)APU is deactivated and secured. |
| 3. | APU Fire Detection and Protection | C | 1 | 0 | See ATA Section 26. |
| 4. | APU Bleed Air Valve | C | 1 | 0 | |
| 5. | APU Hobbs Meter | C | 1 | 0 | (O)May be inoperative provided APU operation time is recorded. |
| 6. | APU Fuel Shutoff Valve | C | 1 | 0 | (M)May be inoperative provided the fuel shutoff valve is secured closed. |
| 7. | APU Ammeter | C | 1 | 0 | May be inoperative provided the APU Generator remains OFF. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 2

PAGE:

DATE: 06/15/2005

52-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--------------------------------|----|---------------------------------|---|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 52 | DOORS | | | | |
| 1. | Baggage Door Message | C | 1 | 0 | May be inoperative provided: a) All white indicators are verified in view, and b) The handle is verified stowed and locked. |
| 2. | Tailcone Door Message | C | 1 | 0 | May be inoperative provided the door is verified closed and latched. |
| 3. | Fuel Door Message | C | 1 | 0 | May be inoperative provided the door is verified closed and latched. |
| 4. | Nose Door Message | C | 1 | 0 | May be inoperative provided the door is verified closed and latched. |
| 5. | Toilet Door Message | C | 1 | 0 | May be inoperative provided the door is verified closed and latched. |
| 6. | Door Key Locks | C | - | 0 | |
| 7. | Baggage Door Ladder | C | 1 | 0 | Pins may be missing provided ladder ladder can be stowed in baggage compartment. |
| 8. | Precooler Doors | C | 1 | 0 | May be open provided flight is not conducted in visible moisture with temperatures at +10 degrees C or colder. |
| 9. | CABIN DOOR OPEN CAS Message | B | 1 | 0 | (O)May be inoperative provided: a) All green indicators are verified in view, and b) Inner and External Door handles are verified correctly stowed. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

71-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------|----|---------------------|---------------------------------|--------------------------|
| 71 | POWERPLANT | | | | |

| | | | | | |
|----|----------------------------|---|---|---|---|
| 1. | Active Engine Mount System | C | 1 | 0 | (M)May be inoperative provided the system is deactivated. |
|----|----------------------------|---|---|---|---|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

73-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-------------------------------|-----|---------------------|--|--------------------------|
| 73 | ENGINE FUEL & CONTROL | | | | |
| 1. | Engine Synchronizer C System | 1 | 0 | (M)May be inoperative provided the engine synch is off. | |
| 2. | Active Engine Mount C System | 2 | 0 | Moved to ATA section 71. | |
| 3. | CHIP DETECT L-R EICAS Massage | C 2 | 0 | May be inoperative provided a visual check of chip detectors before each flight reveals no anomalies. | |
| 4. | Engine FADEC System | A 2 | - | May be dispatched with faults associated with AIRCFT MAINTENANCE EICAS MESSAGE provided repairs are made within 3 months or 250 hours, whichever occurs first. | |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

77-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-------------------------------------|----|---------------------|---|---|
| | | | | | |
| 77 | ENGINE INDICATING | | | | |
| 1. | Fuel Flow Indicating System | C | 2 | 1 | (O)One may be inoperative provided all Fuel Quantity Displays are operative. |
| 2. | Engine Fuel Temperature Sensor | C | 2 | 1 | One may be inoperative provided icing inhibitor is added to the fuel. |
| 3. | Oil Filter Bypass Message | C | 2 | 1 | (M)May be inoperative provided the visual indicator is checked prior to the first flight of the day. |
| 4. | Oil Level Sensor | C | 2 | 1 | May be inoperative provided the oil level is checked visually prior to each flight. |
| 5. | Engine Vibration Monitor System(N1) | C | 2 | 1 | May be inoperative provided no abnormal vibration exists. |
| 6. | Engine Vibration Monitor System(N2) | C | 2 | 1 | May be inoperative provided no abnormal vibration exists. |
| 7. | Standby N1 Indicators | C | 2 | 1 | One may be inoperative provided: a) Corresponding N1 on the EICAS Display is operative, b) Standby N2 and Standby ITT are operative, and c) All other engine indicators are operative. |
| 8. | Standby N2 Indicators | C | 2 | 1 | One may be inoperative provided: a) Corresponding N2 on the EICAS Display is operative, b) Standby N1 and Standby ITT are operative, and c) All other engine indicators are operative. |

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

77-2

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|-------------------|----|---------------------|---------------------------------|--------------------------|
| 77 | ENGINE INDICATING | | | | |

| | | | | | |
|----|------------------------|---|---|---|---|
| 9. | Standby ITT Indicators | C | 2 | 1 | One may be inoperative provided: a) Corresponding ITT on the EICAS Display is operative, b) Standby N1 and Standby N2 are operative, and c) All other engine indicators are operative. |
|----|------------------------|---|---|---|---|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

78-1

| SYSTEM & SEQUENCE NUMBERS | ITEM | 1. | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|----------------|----|---------------------|---------------------------------|--------------------------|
| 78 | ENGINE EXHAUST | | | | |

| | | | | | |
|----|------------------|---|---|---|--|
| 1. | Thrust Reversers | C | 2 | 0 | (M) (O) One or both may be inoperative provided thrust reversers are secured in the forward thrust position and performance is not predicated on the use of reversers. |
|----|------------------|---|---|---|--|

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-750

REVISION NO: 1

PAGE:

DATE: 09/05/2001

80-1

| SYSTEM & SEQUENCE NUMBERS | 1. ITEM | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|------------|---------------------|---------------------------------|--------------------------|
| 80 | STARTING | | | |

| | | | | | |
|----|------------------------|---|---|---|--|
| 1. | Engine Start Valves | C | 2 | 1 | (M)One may be inoperative provided: a) Alternate starting procedures are established and used, and b) The associated start valve is veriified closed after starting. |
|----|------------------------|---|---|---|--|

