



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 7
Date: 05/07/2018

Textron Aviation CE-750

James B. Adams, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Kansas City Aircraft Evaluation Group (MKC-AEG)
901 Locust Street, Department of Transportation Building
Kansas City, MO 64016

Telephone: (816) 329-3233
Fax: (816) 329-3241

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

I

TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	7	05/07/2018
--	Table of Contents and Control Page	I	7	05/07/2018
--	Log of Revisions	II	7	05/07/2018
--	Highlights of Change	III thru IV	7	05/07/2018
--	Definitions	V	7	05/07/2018
--	Preamble	VI	7	05/07/2018
--	Guidelines for (M) and (O) Procedures	VII	7	05/07/2018
21	Air Conditioning	21-1 thru 16	7	05/07/2018
22	Autoflight	22-1 thru 11	7	05/07/2018
23	Communications	23-1 thru 8	7	05/07/2018
24	Electrical Power	24-1 thru 4	6	06/24/2014
25	Equipment/Furnishings	25-1 thru 8	7	05/07/2018
26	Fire Protection	26-1 thru 2	7	05/07/2018
27	Flight Controls	27-1 thru 2	6	06/24/2014
28	Fuel	28-1 thru 3	7	05/07/2018
29	Hydraulic Power	29-1	6	06/24/2014
30	Ice and Rain Protection	30-1 thru 5	6	06/24/2014
31	Instruments	31-1 thru 7	7	05/07/2018
32	Landing Gear	32-1	6	06/24/2014
33	Lights	33-1 thru 6	7	05/07/2018
34	Navigation	34-1 thru 23	7	05/07/2018
35	Oxygen	35-1 thru 3	7	05/07/2018
36	Pneumatic	36-1	7	05/07/2018
38	Water/Waste	38-1 thru 3	7	05/07/2018
45	Central Maintenance System	45-1	6	06/24/2014
46	Information Systems	46-1	6	06/24/2014
49	Airborne Auxiliary Power	49-1	6	06/24/2014
52	Doors	52-1 thru 6	6	06/24/2014
53	Fuselage	53-1	6	06/24/2014
55	Stabilizers	55-1	6	06/24/2014
71	Powerplant	71-1	6	06/24/2014
73	Engine Fuel and Control	73-1	6	06/24/2014
76	Engine Controls	76-1	6	06/24/2014
77	Engine Indicating	77-1	6	06/24/2014
78	Engine Exhaust	78-1	6	06/24/2014
79	Engine Oil	79-1	6	06/24/2014
80	Starting	80-1	6	06/24/2014

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

II

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	10/02/19996	
1	09/05/2001	
2	06/15/2005	
3	09/30/2005	
4	12/26/2012	
5	07/25/2013	
6	06/24/2014	
7	05/07/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-6, 21-16, 22-10, 23-1, 23-2, 25-3, 25-4, 25-6, 25-7, 25-8, 26-1, 28-2, 31-6, 33-1, 33-3, 33-4, 34-13, 34-14, 34-17 thru 34-21, 34-23, 35-3, 36-1, 38-2.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: Cessna 750	REVISION NO. 7 DATE: 05/07/2018	PAGE NO. III	
HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 7**.

PAGE NO.	EXPLANATION OF CHANGE
All	Converted MMEL into Section 508 Compliance.
All	Minor editorial corrections were made throughout the document that do not affect the relief and are not indicated with change bars.
ATA 21 AIR CONDITIONING	Item 21-30-04: Revised Remarks or Exceptions. Item 21-61-02-03: Revised per PL-43.
ATA 22 AUTOFLIGHT	Item 22-30-01-01B: Revised Remarks or Exceptions.
ATA 23 COMMUNICATIONS	Item 23-10-01-00B: Revised per PL-106. Item 23-11-01: Deleted. Item 23-12-01: Revised per PL-95.
ATA 25 EQUIPMENT FURNISHINGS	Item 25-20-06: Revised Remarks or Exceptions per PL-79. Item 25-20-06-02A: Revised Item and Remarks or Exceptions per PL-79. Item 25-20-06-02B: Revised Item. Item 25-50-02-00B: Revised Remarks or Exceptions per PL-104. Item 25-50-02-02: Revised per PL-104. Item 25-62-01-02A: 25-62-01-02B: Revised per PL-102.
ATA 26 FIRE PROTECTION	Item 26-11-01: Deleted duplicate item number.
ATA 28 FUEL	Item 28-41-02-01: Revised Remarks or Exceptions.
ATA 31 INSTRUMENTS	Item 31-30-03-00C: Revised per PL-87.
ATA 33 LIGHTS	Item 33-10-01-00A: Revised per PL-77. Item 33-40-01-00A: Deleted. Item 33-40-01-00B: Deleted. Item 33-40-02: Revised language. Item 33-40-05: Revised language.

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

IV

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	Item 34-44-03-03B: Revised per PL-54. Item 34-45-01-01: Revised proviso. Item 34-45-01-01: Revised per PL-32. Item 34-45-01-03A: Revised per PL-32. Item 34-52-01-01: Revised per PL-76. Item 34-52-02: Revised per PL-105. Item 34-61-01 Deleted.
ATA 35 OXYGEN	Item 35-30-02: Revised per PL-43.
ATA 36 PNEUMATIC	Item 36-10-03: Revised Remarks or Exceptions.
ATA 38 Water/Waste 38-2	Item 38-30-03: Updated with (M) procedure to secure for leaks.
ATA 49 Airborne Auxiliary Power 49-1	Item 49-30-01: Revised Item.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: Cessna 750	REVISION NO. 7 DATE: 05/07/2018	PAGE NO. V	
DEFINITIONS			

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL DEFINITIONS in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 7	PAGE NO.	
Cessna 750	DATE: 05/07/2018	VI	
PREAMBLE			

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble or PL-36, 14 CFR Part 91 MEL Approval and Preamble.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: Cessna 750	REVISION NO. 7 DATE: 05/07/2018	PAGE NO. VII	
GUIDELINES FOR (M) AND (O) PROCEDURES			

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

	Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 750 Master Minimum Equipment List (P/N 75COMP-06-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.
--	---

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Overhead Air Outlet	C	-	0		
-20-02	Cockpit Overhead Air Outlet (Units -0001 thru -0500)	C	2	0		
-20-02	Cockpit Overhead Air Outlet (Units -0501 and on)	C	4	0		
-21-02	Baggage Compartment Warm Air Fan	C	1	0		
-21-03	Cabin Recirculation Fan (WEMAC Boost) (Units -0001 thru -0500)	C	1	0		
-21-06	Glareshield Fan	C	2	0		
-21-08	Nose Avionics Cooling Fan (Ref Des MN304) (Units -0001 thru -0500)	C	1	0		
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
--------------	------	---	---	---	---	------------

-30-02	Cabin Pressurization System					
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, c) CABIN DUMP is selected ON, d) ISO VLV CLOSE is selected ON, e) Aircraft is operated at 13,500 feet cabin altitude or below, and f) Flight crew oxygen system is used as required by 14 CFR. NOTE 1: CABIN ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear at 10,000 feet cabin altitude. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00A	(Unpressurized with cabin occupants) (Units -0501 and on)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION AUTO/MAN switch is selected to MANUAL, c) CABIN DUMP is selected to DUMP, d) BAG ISOL is selected to CLOSED, e) Aircraft is operated at 13,500 feet cabin altitude or below, and f) Flightcrew oxygen system is used as required by 14 CFR. NOTE 1: CABIN ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, c) CABIN DUMP is selected ON, d) ISO VLV CLOSE is selected ON, e) PASS OXY is selected OFF, f) No cabin occupants are carried, g) Aircraft is operated at FL 250 or below, and h) Flightcrew oxygen system is used as required by 14 CFR. NOTE 1: CABIN ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear at 10,000 feet cabin altitude. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without cabin occupants) (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION AUTO/MAN switch is selected to MANUAL, c) CABIN DUMP is selected to DUMP, d) BAG ISOL is selected to CLOSED, e) PASS OXY is selected OFF, f) No cabin occupants are carried, g) Aircraft is operated at FL 250 or below, and h) Flightcrew oxygen system is used as required by 14 CFR. NOTE 1: CABIN ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-04	Baggage Compartment Pressurization System (Excludes aft baggage door seal) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) ISO VLV CLOSE is selected ON, b) Aircraft is operated in accordance with AFM baggage pressurization system limitations, and c) Aircraft is operated at FL 410 or below. NOTE: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet.	
-30-04	Baggage Compartment Pressurization System (Excludes aft baggage door seal) (Units -0501 and on)	C	1	0	May be inoperative provided: a) BAG ISOL is selected to CLOSED, b) Aircraft is operated in accordance with AFM baggage pressurization system limitations, and c) Aircraft is operated at FL 410 or below. NOTE: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet.	
-31-01	Cabin Pressurization Control Panel					
-01	Manual Altitude Lever (CABIN ALT)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-02	Manual Rate Selector (RATE)	C	1	0	May be inoperative or knob missing provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Cabin Pressurization Control Panel (Cont'd)					
-03	Altitude Selector ("A" Knob) (Units -0001 thru -0500)	C	1	0	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (refer to item 21-31-02-02).	
-04	Cabin Pressurization Mode Switch (NORM/ALT SEL) (Units -0001 thru -0500)	C	1	0	May be inoperative provided non-selected mode is considered inoperative (refer to item 21-31-02).	
-05	Cabin/Aircraft Altitude Selector Gauge (Units -0001 thru -0500)	C	1	0	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (refer to item 21-31-02-02).	
-06	Cabin/Aircraft Altitude Selector Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-8

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode					
-01	Automatic Schedule Mode (NORM) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) PRESSURIZATION NORM / ALT SEL switch is selected to ALT SEL, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	
-01	Automatic Schedule Mode (Units -0501 and on) (Amber PRESSURIZATION FAULT message)	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) MODE is selected to ALTITUDE SELECT on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-9

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Cont'd)					
-02	Altitude Select Mode (ALT SEL) (Units -0001 thru -0500)	C	1	0	May be inoperative provided: a) Automatic schedule mode is operative, b) PRESSURIZATION NORM / ALT SEL switch is selected to NORM, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	
-02	Altitude Select Mode (Units -0501 and on)	C	1	0	May be inoperative provided: a) Automatic schedule mode is operative, b) MODE is selected to NORMAL on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	
-04	Any Mode (Excluding manual) (Units -0001 thru -0500)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, and c) Aircraft is operated using manual pressurization.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-10

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Cont'd)					
-04	Any Mode (Excluding manual) (Units -0501 and on)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) PRESSURIZATION AUTO/MAN is selected to MANUAL, and c) Aircraft is operated using manual pressurization.	
-32-01	Cabin Altitude Gauge/Indication					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-11

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Cabin Differential Pressure Gauge/Indication					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-32-03	Cabin Vertical Speed Gauge/Indication					
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Gauge Lighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-12

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-33-04	PAC Isolation Valve	C	1	0	(O) May be inoperative provided: a) Isolation valve is verified closed, b) Both PACs are operative, and c) APU bleed air system is operative. NOTE: Cross bleed start is not available.	
-50-04	Pressurization Air Conditioning (PAC) System					
-00A	(Pressurized) (Units -0001 thru -0500)	C	2	1	One may be inoperative provided: a) Affected PAC is selected OFF, b) APU BLEED AIR is not selected to MAX COOL, and c) Aircraft is operated at FL 410 or below.	
-00A	(Pressurized) (Units -0501 and on)	C	2	1	One may be inoperative provided: a) Affected PAC is selected OFF, b) MAX COOL is selected OFF, and c) Aircraft is operated at FL 410 or below.	
-00B	(Unpressurized)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
(Continued)						

AIRCRAFT: Cessna 750	REVISION NO. 7 DATE: 05/07/2018	PAGE NO. 21-13
-------------------------	------------------------------------	-------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Pressurization Air Conditioning (PAC) System (Cont'd)					
-01A	Bi-Level Flow Control Valve	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured closed, and b) Aircraft is operated at FL 410 or below.	
-01B	Bi-Level Flow Control Valve (Units -0001 thru -0500)	C	2	1	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) ISOL VALVE is selected to CLSD, c) Opposite PAC is not selected to HIGH, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL 410 or below.	
-01B	Bi-Level Flow Control Valve (Units -0501 and on)	C	2	1	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) ISOL VALVE is selected to CLOSED, c) Opposite PAC is not selected to HI, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL 410 or below.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-14

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Cockpit and Cabin Temperature Control System (Amber TEMP FAULT CKT-CAB)	C	4	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Automatic Mode (Units -0001 thru -0500)	C	2	0	May be inoperative provided: a) Associated temperature control system manual mode is used, and b) APU BLEED AIR is not selected to MAX COOL.	
-01	Automatic Mode (Units -0501 and on) (White TEMP FAULT CKT-CAB)	C	2	0	May be inoperative provided: a) Associated temperature control system manual mode is used, and b) MAX COOL is selected OFF.	
-02	Manual Mode	C	2	0	May be inoperative provided associated temperature control system automatic mode is used.	
-61-01	Cabin Temperature Remote Control (Units -0001 thru -0500)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NRM.	
-61-01	Cabin Temperature Remote Control (Units -0501 and on)	D	1	0	May be inoperative provided CABIN CONTROL is not selected on GTC Temperature Page.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

21-15

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-61-02	Temperature Control Panel (Units-0001 thru 0500)	C	1	0	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (refer to item 21-60-01-01).	
-01	Temperature Selector	C	2	1	One may be inoperative or knob missing provided affected temperature control system (automatic and manual) is considered inoperative (refer to item 21-60-01).	
-02	Temperature Display Selector	C	1	0	May be inoperative or knob missing provided all temperature indication systems are considered inoperative (refer to item 21-62-01).	
-03	Temperature Display	C	1	0	May be inoperative provided all temperature indication systems are considered inoperative (refer to item 21-62-01).	
-62-01	Temperature Indication System					
-01	Cabin (Units -0001 thru -0500)	C	1	0		
-01A	Cabin (With cabin occupants) (Units -0501 and on)	C	1	0	(O) May be inoperative provided alternate means are established and used to determine cabin temperature.	
-01B	Cabin (Without cabin occupants) (Units -0501 and on)	C	1	0		
-02	Cockpit	C	1	0		

(Continued)

AIRCRAFT:
Cessna 750

REVISION NO. 7
DATE: 05/07/2018

PAGE NO.
21-16

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Temperature Indication System (Cont'd)					
-03	Supply Duct	C	2	1	May be inoperative provided: a) Associated air temperature control system automatic mode is considered inoperative (refer to item 21-60-01-01), and b) Associated DUCT O'TEMP amber message is monitored during temperature adjustment.	
-70-01	Water Separator	C	2	1	May be inoperative provided affected PAC is considered inoperative (refer to item 21-50-04).	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (AP/TRIM/NWS DISC) (Failed deselected)					
-00A	Left Control Wheel	C	1	0	(O) May be inoperative provided: a) Right control wheel button is operative, b) Alternate procedures for disconnecting nose wheel steering during ground operations are established and used, c) A pilot remains seated in right seat with seat belt fastened during all autopilot operations, d) Autopilot system is not used below AFM cruise minimum use height, and e) Approach minimums do not require use of autopilot system.	
-00B	Right Control Wheel	C	1	0		May be inoperative provided: a) Left control wheel button is operative, b) A pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
-10-02	Autopilot Interrupt/Flight Director Sync Button (TCS) (Units -0001 thru -0500)	C	2	0		
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0501 and on)	C	2	0		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot System (Units -0001 thru -0500)					
-00A	(Single channel failed) (Units -0001 thru -0500)	C	2	1	One may be inoperative provided operative autopilot channel is selected.	
-00B	(Both channels failed) (Units -0001 thru -0500)	B	2	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM. NOTE: A PRIMARY STAB TRIM FAIL may result if autopilot system is deactivated before flight guidance system self test is completed.	
-10-03	Autopilot System (Units -0501 and on) (White AP FAIL message)	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Yaw damper is considered inoperative (refer to item 22-10-05), c) Enroute procedures and approach minimums do not require use of autopilot system, d) Cabin pressurization system is not operated in manual mode, and e) Aircraft is not operated RVSM.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Takeoff/Go-Around Button (TOGA)					
-00A	(Single button failed)	C	2	1	One may be inoperative.	
-00B	(Both buttons failed)	C	2	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot flying side. NOTE: FMS missed approach procedure must be manually advanced.	
-10-05	Yaw Damper (Lower Rudder) (Units -0001 thru -0500) (Cyan YD FAIL LOWER A or B message)	B	2	1	One may be inoperative provided aircraft is operated in accordance with AFM YD FAIL LOWER A or B cyan message procedure.	
-10-05	Yaw Damper (Lower Rudder) (Units -0501 and on) (White YD FAIL LOWER A or B message)	B	2	1	One may be inoperative provided aircraft is operated in accordance with AFM YD FAIL LOWER A or B white message procedure.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to illuminate) (Units -0001 thru -0500)					
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to illuminate) (Units -0501 and on)					
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Approach (APP button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Approach (APPR button) (Units -0501 and on)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-04	Autopilot (AP button - A or B annunciation) (Units -0001 thru -0500)	C	2	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-04	Autopilot (AP button) (Units -0501 and on)	C	1	0	May be inoperative provided: a) AP annunciation appears in PFD flight director mode box, and b) Associated AP FAIL white message does not appear.	
-05	Back Course (BC button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to illuminate) (Units -0501 and on) (Cont'd)					
-05	Back Course (B/C button) (Units -0501 and on)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-06	IAS/Mach Changeover (C/O button) (Units -0001 thru -0500)	D	1	0		
-07	Coupled Side (PFD SEL Button - left or right arrow) (Units -0001 thru -0500)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-07	Coupled Side (CPL Button - left or right arrow) (Units -0501 and on)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-10	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
-11	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-12	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to illuminate) (Units -0501 and on) (Cont'd)					
-13	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-15	Yaw Damper (YD button - A or B annunciation) (Units -0001 thru -0500)	B	2	0	May be inoperative provided yaw damper is considered inoperative (refer to item 22-10-05).	
-15	Yaw Damper (YD button) (Units -0501 and on)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GC-810) (Units -0001 thru -0500)					
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Units -0501 and on)					
-01	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.	
-02	Approach (APR button) (Units -0001 thru -0500)	B	1	0	May be inoperative provided procedures do not require its use.	
-02	Approach (APPR button) (Units -0501 and on)	B	1	0	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative (refer to item 22-10-03).	
-04	Back Course (BC button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.	
-04	Back Course (B/C button) (Units -0501 and on)	C	1	0	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Changeover (C/O Button) (Units -0001 thru -0500)	D	1	0		
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-8

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Units -0501 and on) (Cont'd)					
-06	Coupled Side (PFD SEL button) (Units -0001 thru -0500)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-06	Coupled Side (CPL button) (Units -0501 and on)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-07	Course (L CRS or R CRS knob) (Units -0501 and on)	B	2	1	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (L CRS or R CRS PUSH DIR) (Units -0501 and on)	C	2	0		
-09	Flight Director (FD button) (Units -0501 and on)	B	2	1	One may be inoperative provided button is operative on pilot flying side.	
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.	
-11	Half Bank (BANK Button)	C	1	0		
-13	Heading Sync (HDG PUSH SYNC) (Units -0501 and on)	C	1	0		
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-9

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Units -0501 and on) (Cont'd)					
-15	Pitch Wheel (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided pedestal pitch wheel is verified operative.	
-16	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided procedures do not require its use.	
-17	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.	
-13-05	Pedestal Autopilot Pitch Wheel (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided flight guidance panel pitch wheel is verified operative.	
-20-01	Mach Trim System (Units -0001 thru -0500) (Amber MACH TRIM OFF message)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM MACH TRIM OFF amber message procedure.	
-20-01	Mach Trim System (Units -0501 and on) (Amber MACH TRIM FAIL message)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM MACH TRIM FAIL amber message procedure.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-10

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System (Units -0001 thru -0500) (STC ST01720WI)	C	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	
-30-01	Autothrottle System (Units -0501 and on) (Amber or White AT FAIL message)	C	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	
-01A	Throttle Disengage Button (ATS DISC) (Units -0001 thru -0500)	B	2	1	One may be inoperative.	
-01A	Throttle Disengage Button (A/T DISC) (Units -0501 and on)	B	2	1	One may be inoperative.	
-01B	Throttle Disengage Button (ATS DISC) (Units -0001 thru -0500)	B	2	0	(O) May be inoperative provided: a) Autothrottle Control Panel Display (CPD) disengage switch is verified operative, and b) Autothrottles are disengaged below 500 feet AGL.	
-01B	Throttle Disengage Button (A/T DISC) (Units -0501 and on)	B	2	0	May be inoperative provided: a) Both throttle engage buttons are operative, b) Autothrottles are disengaged using throttle engage button, and c) Autothrottles are disengaged below 500 feet AGL.	
-01C	Throttle Disengage Button (ATS DISC) (Units -0001 thru -0500)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

22-11

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System (Units -0501 and on) (Amber or White AT FAIL message) (Cont'd)					
-01C	Throttle Disengage Button (A/T DISC) (Units -0501 and on)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02A	Throttle Engage Button (A/T) (Units -0501 and on)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02B	Throttle Engage Button (A/T) (Units -0501 and on)	C	2	1	One may be inoperative.	
-03	Control Panel Display (CPD) Engage Light (ON) (Failed to illuminate) (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Autothrottle Mode Status Display (MSD) messages are monitored.	
-04	Control Panel Display (CPD) Backlighting (Units -0001 thru -0500)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read controls.	
-05	Automatic Flight Control System (AFCS) Coupled Mode (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided autothrottle system is operated in manual modes in accordance with AFM supplement.	
-06	Mode Status Display (MSD) (Units -0001 thru -0500)	C	2	1	One may be inoperative on pilot not flying side.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-1

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS required)	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and, Alternate procedures are established and used.	
-11-01 ***	Ultra High Frequency (UHF) Communication System (Units -0001 thru -0500)				Deleted Revision 7.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-12-01 ***	Communications Systems (VHF and UHF) (UHF Units -0001 thru -0500)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
-01 ***	VHF Datalink (VDL) (Units -0501 and on)	D	-	0	May be inoperative provided procedures do not require its use.	
-03 ***	Antenna/Jack (For portable device)	D	-	0	May be inoperative.	
-20-01 ***	Satellite Datalink Service					
-01	Radio	D	-	0		
-02A	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operates normally may be used.	
-02B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Internet	D	-	0		
-06	Television	D	-	0		
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0501 and on)	D	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	Selective Call (SELCAL) (System or individual channel)					
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use. (O) May be inoperative provided alternate procedures are established and used.	
-00B	(SELCAL required)	C	-	0		
-20-04 ***	SMS Text Message System (Units -0501 and on)	D	1	0		
-20-05 ***	AFIS Printer (Skyprinter or equivalent) (Units -0001 thru -0500)	D	1	0		
-40-01 ***	Automatic Cabin Briefer	D	1	0		
-40-02	Crewmember Interphone System (Flight deck to ground)	D	1	0		
-01	Nose Wheel Well Headset Jack	D	1	0		
-02	Tailcone Headset Jack	D	1	0		
-40-03	Passenger Address (PA) System	D	1	0		
-40-04	Passenger Seat Belt/Safety Chime	C	1	0	(O) May be inoperative provided: a) Passenger address system is operative, and b) Cabin occupants are briefed by alternate means.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-4

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02 ***	Cabin/Observer Intercom system	D	1	0	May be inoperative provided procedures do not require its use.	
-01	Switch/Headphone Jack Panel	D	-	0		
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker.	
-50-04	Cockpit Hand Microphone					
-00A		D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B		C	2	0	May be inoperative provided associated boom microphone is operative.	
-01	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative (refer to item 23-50-04).	
-02	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within 3 flight days.	
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with 14 CFR.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.	
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-04 ***	Powered Headset System (Units -0001 thru -0500)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-04	Powered Headset System (Units -0501 and on)	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-50-06	Cockpit Headset Audio System	C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR or procedures.	

AIRCRAFT:
Cessna 750

REVISION NO. 7
DATE: 05/07/2018

PAGE NO.
23-6

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-07	Push-to-talk (PTT) Switch (Failed deselected)					
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.	
-03 ***	Remote Pedestal Switch (Units -0001 thru -0500)	C	-	0		
-04 ***	Remote Side Console Switch (Units -0001 thru -0500)	C	-	0		
-50-08	Radio Management Unit (RMU) (Units -0001 thru -0500)	C	2	1		(O) One may be inoperative provided: a) Standby radio control unit is verified operative, and b) COM 1 is verified operative.

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wicks				NOTE: May include mounting base provided no damage exists to attaching structure.	
-02	Wing Tip Assembly (Each side) (Units -0001 thru -0500) (Excluding winglet-equipped aircraft)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.	
-03 ***	Winglet (Each side) (Units -0001 thru -0500)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
-03	Winglet (Each side) (Units -0501 and on)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
-04	Wing Trailing Edge (Each side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing trailing edge is area between aileron and wing tip assembly.	
-05	Elevator (Each side)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-06	Horizontal Stabilizer Trailing Edge (Each side)	-	1	1	NOTE: This static wick is required. Relief should not be taken under another installation area.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

23-8

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR) (Cyan CVR Fail message)					
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within 3 flight days.	
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR.	
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR.	
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
-70-02 ***	Forward-facing Glareshield Camera	D	-	0		
-70-03 ***	Security System (Securaplane)	D	1	0		
-70-04 ***	Cabin Camera	D	-	0		
-70-05 ***	External Camera System	D	-	0		

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

24-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine AC Generating System	C	2	1	One may be inoperative provided affected windshield electric anti-ice system is considered inoperative (refer to item 30-40-02).	
-30-01	APU DC Generating System (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: APU GEN OFF cyan message may appear.	
-30-01	APU DC Generating System (Units -0501 and on)	C	1	0	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.	
-30-02	Engine DC Generating System (Units -0001 thru -0500) (Excluding split-bus aircraft)	A	2	1	One may be inoperative provided: a) Associated GEN switch is selected OFF, b) APU DC generating system is used throughout flight, c) Aircraft is operated at FL 310 or below, and d) Repairs are made within 3 flight days. NOTE: GEN OFF L or R amber message may appear.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

24-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Engine DC Generating System (Split-bus aircraft)					
-00A	Left (Units -0001 thru -0500)	B	2	1	One may be inoperative provided: a) LH GEN switch is selected OFF, b) XTIE switch is selected CLSD, c) Flight remains within one hour of a suitable airport at all points along route, d) APU DC generating system is used throughout flight, and e) Aircraft is operated at FL 310 or below. NOTE: GEN OFF L amber message may appear.	
-00A	Left (Units -0501 and on)	B	2	1	One may be inoperative provided: a) L GEN switch is selected OFF, b) APU DC generating system is used throughout flight, and c) Aircraft is operated at FL 310 or below. NOTE: DC GEN OFF L amber message may appear.	
-00B	Right (Units -0001 thru -0500)	B	2	1	One may be inoperative provided: a) RH GEN switch is selected OFF, b) APU DC generating system is used throughout flight, and c) Aircraft is operated at FL 310 or below. NOTE: GEN OFF R amber message may appear.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

24-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Engine DC Generating System (Split-bus aircraft) (Cont'd)					
-00B	Right (Units -0501 and on)	B	2	1	One may be inoperative provided: a) R GEN switch is selected OFF, b) BUS TIE switch is selected CLOSED, c) Flight remains within one hour of a suitable airport at all points along route, d) APU DC generating system is used throughout flight, and e) Aircraft is operated at FL 310 or below. NOTE: DC GEN OFF R amber message may appear.	
	Main Ship Battery				Deleted, Revision 06.	
-37-01	APU DC Amperage Gauge/Indication (Units -0001 thru -0500)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: APU GEN OFF cyan message may appear.	
-37-01	APU DC Amperage Gauge/Indication (Units -0501 and on)	C	1	0	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.	
-37-02	APU DC Voltage Gauge/Indication	C	1	0		
-40-01	External Power System	D	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

24-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-50-01 ***	AC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	
-60-01 ***	DC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	
-60-02 ***	Ground Dispatch Power System	C	1	0		
-60-03	Interior Disconnect	C	1	0	(M)(O) May be inoperative provided: a) Interior power system is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin electrical systems or are not carried.	
<p>NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to: Cabin interior lighting, cabin window shade system, galley appliances, galley drain, vanity drain, forward equipment fan, aft equipment fan, cabin AC inverter, and cabin entertainment system.</p>						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-10-01	Cockpit Assist Handle	D	1	0		
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be missing or inoperative provided crewmembers field of vision is not obstructed.	
-10-05	Flightcrew Seat (Per seat)					
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	C	2	0	(M) May be missing or inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.	
-05	Thigh Support	D	1	0	May be inoperative provided full flight control movement is available.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Flightcrew Seat (Per seat) (Cont'd)					
-06	Vertical Adjustment	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-07 ***	Headset Hook	D	-	0		
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.	
-10-09 ***	Yoke-mounted Chart Holder	D	-	0		
-01 ***	Light	D	-	0		
-20-03 ***	Cabin Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.	
-20-04	Electric Cabin Window Shade (Individual shades or entire system)	D	-	0	May be inoperative provided affected window shades are failed open or in a position that does not interfere with emergency procedures.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-05	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.	
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat)	D	-	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include seats near inoperative seat(s).	
-01	Armrest	D	-	0	May be missing or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to aisle.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat) (Cont'd)					
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (refer to item 25-20-06).	
-03	Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	1	0		
-05 ***	Lumbar Support	D	1	0		
-30-01	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave/Oven	D	1	0	(M) May be inoperative provided system is deactivated.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its current revision.	
-40-02 ***	Aft Vanity Hot Liquid Storage System Heater	C	1	0	(M) May be inoperative provided system is deactivated.	
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00A		C	-	-	(M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded DO NOT USE.	
-00B		C	-	0	(M)(O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, including those permanently affixed, c) Affected compartment is prominently placarded DO NOT USE. d) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets and e) Passengers are briefed that affected compartment is not used. NOTE: Any emergency equipment located in the affected bin, compartment of closet (permanently affixed) is available for use.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Cont'd)					
-01	Shelving	C	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means	
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be inoperative or missing.	
-60-02 ***	Crash Axe/Survival Tool	D	-	-	Any in excess of those required by 14 CFR may be damaged or missing.	
-60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	May be inoperative or missing.	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	May be inoperative or missing.	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

25-8

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected preserver is placarded INOPERATIVE or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02A	Fixed	A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
-02B	Fixed	D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected raft is placarded INOPERATIVE or removed.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

26-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Baggage Compartment Smoke Detection System (Units – 0001 thru 0500)	C	1	0	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) ISO VLV CLOSE is selected ON, and c) Aircraft is operated at FL 410 or below. NOTE 1: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet. NOTE 2: Operators MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
	Baggage Compartment Smoke Detection System (Units -0501 and on)	C	1	0	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) BAG ISOL is selected to CLOSED, and c) Aircraft is operated at FL 410 or below. NOTE 1: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet. NOTE 2: Operators MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-12-01	APU Fire Detection System (Amber APU FIRE DETECT FAIL or FIRE DETECT FAIL A message)	C	1	0	May be inoperative provided APU is considered inoperative (refer to item 49-20-01).	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

26-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	APU Fire Extinguishing System (Cyan or White FIRE BOTTLE LOW APU message)	C	1	0	May be inoperative provided APU is considered inoperative (refer to item 49-20-01).	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded INOPERATIVE, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

27-1

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Aileron Position Indication	B	2	1	(O) One may be inoperative provided aileron control is visually verified prior to each flight.	
-11-01	Aileron Trim Tab Position Indicator/Indication					
-02 ***	Indicator Cover (Units -0001 thru -0182 incorporating SB750-27-41 and units -0183 thru -0500)	D	1	0	May be missing, or damaged provided aileron/rudder trim indicator is readable.	
-20-01	Rudder Pedal Adjustment System	B	4	2	(M)(O) Two may be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.	
-20-02	Rudder Position Indication (Lower rudder)	A	1	0	(O) May be inoperative provided: a) Rudder control is visually verified prior to each flight, and b) Repairs are made within three flight cycles.	
-30-01	Elevator Position Indication	B	2	1	(O) One may be inoperative provided elevator control is visually verified prior to each flight.	
-40-01	Horizontal Stabilizer Control Wheel Switch (Fails to arm or drive stabilizer)	B	2	1	One switch pair may be inoperative provided switch pair is operative at pilot flying station.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

27-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-60-02	Speed Brake/Roll Spoiler Position Indication (EICAS synoptic wing)	C	10	0	(O) Individual indications may be inoperative provided: a) Speedbrake/roll spoiler system is verified operative prior to each flight, and b) NO TAKEOFF speedbrake warning is verified operative prior to each flight.	
-70-02	Control/Gust Lock System (Failed unlocked) (Units -0001 thru -0063)	C	1	0	May be inoperative provided pilot verifies full flight control.	
-81-01	Slat Position Indication (EICAS synoptic wing)	C	2	0	(O) Individual indications may be inoperative provided: a) Slat system is verified operative prior to each flight, and b) NO TAKEOFF slat warning is verified operative prior to each flight.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

28-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Overwing Refueling Cap Lock					
-00A	(Failed unlocked)	D	-	0		
-00B	(Failed locked)	C	-	0	NOTE: If Single-Point Refueling door lock is also failed in locked position or SPR system is inoperative, refueling will not be possible.	
-10-02	Single-Point Refueling (SPR) System	C	1	0		
-24-01	Center to Wing Fuel Transfer System (Units -0001 thru -0500)	B	2	1	One may be inoperative provided: a) Less than 300 pounds of center tank fuel is on-board, and b) Associated CTR WING XFER switch is selected OFF.	
-24-01	Center to Wing Fuel Transfer System (Units -0501 and on)	B	2	1	One may be inoperative provided: a) Less than 300 pounds of center tank fuel is on-board, and b) Associated CENTER TRANSFER switch is selected OFF.	
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both wing fuel quantity indicating systems are operative, and c) Repairs are made within 3 flight days.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

28-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System					
-01	Wing Tank	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of 3 hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled overwing to a known, balanced quantity, e) APU use is limited to 30 cumulative minutes per fuel load if LH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every 20 minutes to detect possible lateral fuel imbalance, monitor trim required and RETRIM L-R WING DOWN amber message, and h) Repairs are made within three flight cycles.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

28-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Cont'd)					
-02	Center Tank (Units -0001 thru -0500)	B	1	0	(O) May be inoperative provided: a) Fuel required for route to be flown is increased by 10%, b) Center tank is fueled to a known quantity, c) Center to wing fuel transfer system is operative, d) Both wing tank fuel quantity indicating systems are operative, e) Both CTR WING XFER switches are selected to NORM or OFF depending on center tank fuel quantity, and f) Fuel use is tracked.	
-02	Center Tank (Units -0501 and on)	B	1	0	(O) May be inoperative provided: a) Fuel required for route to be flown is increased by 10%, b) Center tank is fueled to a known quantity, c) Center to wing fuel transfer system is operative, d) Both wing tank fuel quantity indicating systems are operative, e) Both CENTER TRANSFER switches are selected to NORM or OFF depending on center tank fuel quantity, and f) Fuel use is tracked.	
-43-01	Fuel Temperature Indication (Tank)	C	2	1	One may be inoperative provided indications are not required for operations in North Polar Area.	

AIRCRAFT:
Cessna 750

REVISION NO. 6
DATE: 06/24/2014

PAGE NO.
29-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Hydraulic Reservoir Quantity Indication (EICAS)	B	2	1	(M) One may be inoperative provided: a) Quantity in associated reservoir is verified adequate on reservoir sight gauge prior to every flight, and b) Associated hydraulic pressure indication is monitored.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

30-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Anti-Ice Resistive Temperature Device (RTD) (All except TH001, TH002, TH003, TH004, TL017, TL019, TL021, TR018, TR020, TR022, TT017, TT018, TT019, TT020, and TT021) (Units -0001 thru -0500)	C	-	-	May be inoperative provided: a) All ANTI-ICE ENGINE, STABILIZER, and SLAT switches are selected OFF, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-01	Bleed Air Anti-Ice Resistive Temperature Device (RTD) (All except TH001, TH002, TH003, TH004, TL017, TL019, TL021, TR018, TR020, TR022, TT017, TT018, TT019, TT020, and TT021) (Units -0501 and on)	C	-	-	May be inoperative provided: a) All ANTI-ICE ENGINE/STAB, and SLAT switches are selected OFF and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-02	Horizontal Stabilizer Bleed Air Anti-Ice System (Failed open) (Units -0001 thru -0500)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Affected ANTI-ICE STABILIZER switch is selected OFF and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-02	Horizontal Stabilizer Bleed Air Anti-Ice System (Failed open) (Units -0501 and on)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Affected ANTI-ICE ENGINE/STAB switch is selected OFF and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

30-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Leading Edge Slat Bleed Air Anti-Ice System (Units -0001 thru -0500)	C	2	0	(M) May be inoperative provided: a) Both slat valves are secured for no flow, b) ANTI-ICE SLAT switch is selected OFF, and, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-03	Leading Edge Slat Bleed Air Anti-Ice System (Units -0501 and on)	C	2	0	(M) May be inoperative provided: a) Both slat valves are secured for no flow, b) Both ANTI-ICE SLATS switches are selected OFF, and, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-04	Wing Bleed Air Anti-Ice System (Inboard Leading Edge) (Units -0001 thru -0500)	A	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both ANTI-ICE ENGINE switches are selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within 3 flight days.	
-10-04	Wing Bleed Air Anti-Ice System (Inboard Leading Edge) (Units -0501 and on)	A	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both ANTI-ICE ENGINE/STAB switches are selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within 3 flight days.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

30-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Wing Root Cuff Electric Anti-Ice System	A	2	0	(M) May be inoperative provided: a) Affected wing cuff is deactivated, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions and c) Repairs are made within 3 flight days.	
-20-01	Engine Anti-Ice System (Units -0001 thru -0500)	A	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Affected ANTI-ICE ENGINE switch is selected OFF, c) Aircraft is not operated in known, forecast or AFM-defined icing conditions and d) Repairs are made within 3 flight days.	
-20-01	Engine Anti-Ice System (Units -0501 and on)	A	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Affected ANTI-ICE ENGINE/STAB switch is selected OFF, c) Aircraft is not operated in known, forecast or AFM-defined icing conditions, and d) Repairs are made within 3 flight days.	
-30-03	Pitot Tube Heater (Excluding Standby) (Amber PITOT HTR FAIL L or R message)	B	2	1	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by 14 CFR, and d) Aircraft is not operated in known, forecast or AFM-defined icing conditions.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

30-4

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-30-04	Static Port Heater (Excluding Standby) (Amber STATIC HT FAIL L or R message)	B	4	3	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Aircraft is not operated in known, forecast or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.	
-30-05	Temperature Probe Heater (RAT) (Amber RAT HEAT FAIL L or R message)	B	2	1	One may be inoperative provided aircraft is not operated in known, forecast or AFM-defined icing conditions.	
-40-01	Rain Removal System (Fan)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR.	
-40-02	Windshield Electric Anti-Ice System (Units -0001 thru -0500)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) Affected ANTI-ICE WINDSHIELD switch is selected OFF, c) A means to clear windshield of moisture is readily available, and d) Aircraft is not operated in known, forecast or AFM-defined icing conditions.	
-40-02	Windshield Electric Antilce System (Units -0501 and on) (Amber or White WSHLD HEAT INOP L or R message)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated b) A means to clear windshield of moisture is readily available, and c) Aircraft is not operated in known, forecast or AFM-defined icing conditions.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

30-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-40-04	Windshield Rain Repellant	C	1	0	May be missing provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR.	
-40-05	Frost Pane Defog System	C	2	0		
-70-01	Drain Heater (Refreshment center and aft vanity basin)	C	-	0		(M) May be inoperative provided: a) Drain heaters are deactivated, and b) Refreshment center and aft vanity basin overboard drains are considered inoperative (refer to item 38-30-04).

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	APU Maintenance Panel					
-04	Emergency Shutoff	C	1	0		
-10-02	Panel Switch Lights (Failed to illuminate) (Units -0501 and on)					
-02	Anti-Collision Lights (ANTI-COLL - ON)	C	1	0	(O) May be inoperative provided anticollision lights (strobes) are visually verified on prior to each flight.	
-03	Anti-Ice Crossflow (WING XFLOW - XFLOW/OFF)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I WING XFLOW OPEN white and amber messages are monitored.	
-04	APU Bleed Air (APU BLEED AIR - ON/OFF)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) APU BLD VALVE OPEN amber message and APU BLD VALVE CLOSED white message are monitored.	
-06	APU Fire (APU FIRE)	C	1	0	May be inoperative provided APU fire extinguishing system is considered inoperative (refer to item 26-20-03).	
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP A AUX - ON/OFF)	C	2	0	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use HYD AUX PUMP ON white message to verify switch position.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Units -0501 and on) (Cont'd)					
-15	Avionics Power (L/R AVN - ON/OFF)	C	4	0		
-23	Display Reversion (DISPLAY REV - NORM/REV)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.	
-27	Engine/Stabilizer Anti-Ice (ENGINE/STAB - ON/OFF)	C	4	0	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use ANTI-ICE ON ENG/STAB white message to verify switch position.	
-31	External Power (EXT PWR - ON/AVAIL)	C	2	0	May be inoperative provided external power system is not used.	
-32	Fuel Boost (BOOST PUMP - NORM/ON)	C	4	0	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use FUEL BST PUMP ON L-R white and amber messages to verify switch position.	
-35	Interior Power (INTERIOR - ON)	C	1	0	(O) May be inoperative provided switch functionality is verified operative.	
-36	Landing Light (LDG - ON) (Cyan light)	C	2	0	May be inoperative provided landing lights are visually monitored.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Units -0501 and on) (Cont'd)					
-37	Max Cool (MAX COOL - OFF)	C	1	0	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use MAX COOL - ON switch light to verify switch position.	
-40	Passenger Safety (PAX SAFETY - ON)	C	1	0	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.	
-41	Pitot / Static Anti-Ice (PITOT/STATIC - ON/OFF)	B	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) P/S COLD L-R-STBY white and amber messages are monitored.	
-43	Pulse Light (PULSE - ON) (Cyan light)	C	1	0		
-45	Recognition Light (RECOG - ON)	C	1	0	May be inoperative provided recognition lights are visually monitored.	
-46	Seat Belt (SEAT BELTS - ON)	C	1	0	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.	
-49	Tail Flood Light (TAIL FLOOD - ON)	C	1	0		
(Continued)						

AIRCRAFT: Cessna 750	REVISION NO. 7 DATE: 05/07/2018	PAGE NO. 31-4
-------------------------	------------------------------------	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Units -0501 and on) (Cont'd)					
-50	Taxi Light (TAXI - ON)	C	1	0	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.	
-52	Windshield Rain Fan (W/S FAN - ON/OFF)	C	2	0	(O) May be inoperative provided switch functionality is verified operative.	
-54	Wing Inspection Light (WING INSP - ON)	C	1	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection lights are visually monitored.	
-55	Slat Anti-Ice (SLATS - ON/OFF)	C	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I SLAT COLD L-R white and amber messages are monitored.	
-56	Transformer Rectifier Unit (TRU - ON/OFF)	B	4	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ELEC TRU ON L-R white and amber messages are monitored.	
-57	Gravity Crossflow (GRAVITY CROSSFLOW L WING - R WING - ON/OFF)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) FUEL CROSSFLOW OPEN and FUEL CROSSFLOW XSIT white messages are monitored.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-5

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	APU Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.	
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-02	Engine Event Marker (Function or EVENT MARKER button)	D	1	0	May be inoperative provided procedures do not require its use.	
-30-03 ***	Flight Data Recorder (Cyan or White FDR FAIL message)					
-00A	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.	
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-30-03 ***	Flight Data Recorder (Cyan or White FDR FAIL message) (Cont'd)					
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 2. Flight Data Recorder (FDR) repair was attempted but not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
-01A	Flight Data Recorder (FDR) Parameters Required by 14 CFR	A	-	-	Up to 3 recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
-01B	Flight Data Recorder (FDR) Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.	
-30-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by procedures.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

31-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.	
-01 ***	Remote Controller (Units -0001 thru -0500)	D	-	0		
-50-03	Central Warning					
-01	Master Warning Light (Failed to illuminate)	C	2	1	One may be inoperative.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative.	
-03	Master Caution Light (Failed to illuminate)	C	2	1	One may be inoperative.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative.	
-60-01 ***	Cockpit Fold-Down Monitor	D	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

32-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-44-01 ***	Tire Pressure Monitoring System (STC ST02127LA)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
-10-02	Cockpit Flood Light (Units -0001 thru -0500)					
-00A	(Single light failed)	C	2	1	One may be inoperative.	
-00B	(Both lights failed)	C	2	0	May be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	
-10-02	Cockpit Flood Light (LED string, 5 elements each) (Units -0501 and on)	C	16	-	Individual strings may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-2

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Windshield Ice Detection Light					
-00A	(Single light failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.	
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)					
-00A		C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.	
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.	
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)					
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Aft Baggage Compartment Light	C	3	0		
-30-03	Single-point Refueling Panel Light	C	1	0		
-30-04	Tailcone Maintenance Light	C	2	0		
-01	Door Proximity Switch (Failed to extinguish light)	C	1	0	May be inoperative provided TAILCONE LIGHT switch is selected OFF prior to tailcone access door closure.	
-40-01	Anti-Collision Light System (Wing strobe)					
-00A					Deleted Rev 7.	
-00B					Deleted Rev 7.	
-01 ***	LED Wing Light (Per light) (LED element) (Units -0001 thru -0500 excluding winglet-equipped aircraft)	C	36	32	Up to two elements may be inoperative on either Printed Circuit Board (PCB). NOTE: Anti-collision light system is still considered operative.	
-40-02	Ground Recognition Light (Beacon)	C	2	0	NOTE: Operation with the white anti-collision lights in lieu of a red ground recognition light should be restricted to operations between sunrise and sunset.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Landing Light					
-00A	(Single light failed)	C	2	1	One may be inoperative provided a taxi light is operative.	
-00C	(Both lights failed, day)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-01	Recognition Light Mode	C	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.	
-02	Pulse Light Mode	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.	
-40-05	Position/Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
-01 ***	LED Wing Light (Per side) (Units -0001 thru -0500 excluding winglet-equipped aircraft)	C	2	1	One light assembly may be inoperative. NOTE: Position/navigation light system is still considered operative.	
-01	LED Wing Light (Per side) (Units -0001 thru -0500 Winglet-equipped aircraft and Units -0501 and on)	C	2	1	One light assembly may be inoperative. NOTE: Position/navigation light system is still considered operative.	
-02 ***	LED Tail Light (LED element) (Units -0222, -0226 thru -0238 and Units -0001 thru -0221, -0223 thru -0225 incorporating SB750-33-20 Rev 0 only)	C	72	66	Up to six elements may be inoperative. NOTE: Position/navigation light system is still considered operative.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-5

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-06 ***	Pylon Work Light	D	2	0		
-40-08 ***	Tail Flood Light	D	2	0		
-40-09	Taxi Light					
-00A	(Single light failed)	C	2	1	One may be inoperative.	
-00B	(Both lights failed, night)	C	2	0	May be inoperative provided both landing lights are operative for night operations.	
-00C	(Both lights failed, day)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-40-10	Wing Inspection Light					
-00A	(Single light failed)	C	2	1	One may be inoperative provided ground deicing procedures do not require its use.	
-00B	(Both lights failed)	C	2	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.	
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

33-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Dropped-Aisle Lighting System (LED)					
-01	Left Forward Half (Emergency Lighting)	C	-	-	Up to four LED elements may be inoperative within any 2-foot length.	
					NOTE: Dropped-Aisle lighting system is still considered operative.	
-02	Left Aft Half	C	-	0		
-03	Right Aft Half (Emergency Lighting)	C	-	-	Up to four LED elements may be inoperative within any two-foot length.	
					NOTE: Dropped-Aisle lighting system is still considered operative.	
-04	Right Forward Half	C	-	0		
-50-04	Exterior Emergency Light	B	2	0	May be inoperative provided aircraft is not operated at night.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, b) Aircraft does not depart from an airport where repair or replacement can be made, c) Aircraft is not operated RVSM, and d) Repairs are made within 3 flight days.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.	
-18-01	Angle of Attack (AOA) System (Amber AOA PROBE FAIL L or R or STALL WARN L or R message)	B	2	1	One may be inoperative on pilot not flying side provided affected stick shaker is considered inoperative (refer to item 34-18-01-03).	
-01 ***	Indexer	C	-	0		
-02	Indicator (Units -0001 thru -0500)	C	-	0	May be inoperative provided both stick shakers are verified operative.	
-03	Stick Shaker (Amber AOA PROBE FAIL L or R or STALL WARN L or R message)	B	2	1	One may be inoperative provider stick shaker on pilot flying side is operative.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-18-02	Angle of Attack (AOA) Heater					
-01	Probe (Units -0001 thru -0500) (Amber AOA HEAT FAIL L or R message)	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-01	Vane (Units -0501 and on) (Amber AOA HEAT FAIL L or R message)	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-02	Case	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-22-02	Standby Horizontal Situation Indicator (Heading information only) (Units -0001 thru -0500)	B	1	0	May be inoperative provided: a) Dual heading information sources are operative, and b) Magnetic compass is operative.	
-23-01	Non-stabilized Magnetic Compass (Units -0001 thru -0500)					
-00A	(Day, VMC)	B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or INS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-stabilized Magnetic Compass (Units -0001 thru -0500) (Cont'd)					
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or INS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.	
-00C		B	1	0	May be inoperative provided any combination of three gyro, AHRS or INS-stabilized compass systems are operative.	
-01	Internal Lighting	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read compass.	
-24-01	Mechanical Slip/Skid Indicator (PFD bezel) (Units -0001 thru -0500)	B	2	1	May be inoperative on pilot not flying side.	
-25-02	Display Unit (Center - DU3) (Units -0001 thru -0500) (Amber CHECK DU 3 message)	C	1	0	May be inoperative provided: a) Affected display unit is installed in center position, and b) EICAS DSPLY is selected L or R, as desired.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-03	Flight Director System (Units -0001 thru -0500) (Cyan FGC A or B FAIL or Amber FD FAIL message)	C	2	1	One may be inoperative provided flight director reverts or is selected to operative channel.	
-25-03	Flight Director System (Units -0501 and on) (Amber FD MODE OFF message)					
-00A	(Single side failed)	C	2	1	One side may be inoperative provided: a) Command bars are not present on affected side, and b) Approach or departure procedures do not require its use.	
-00B	(Both sides failed)	B	2	0	May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require its use, and c) Autopilot system is considered inoperative (refer to item 22-10-03).	
-25-05	Display Controller (DC-840) (Units -0001 thru -0500)					
-25-05	Display Controller (GCU 275) (Units -0501 and on)					
-05	Timer Control (ET) (Per side) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (GCU 275) (Units -0501 and on) (Cont'd)					
-06	HSI Mode Selector (PFD HSI) (Per side) (Units -0001 thru -0500)	C	1	0	May be inoperative provided current horizontal situation indicator display on PFD is acceptable to flightcrew.	
-07	Weather Radar/Terrain Selector (PFD WX) (Per side) (Units -0001 thru -0500)	C	1	0	May be inoperative provided procedures do not require its use.	
-09	Barometer Standard (PUSH STD) (Per side) (Units -0501 and on)	C	1	0		
-11	Range/Pan Control (Knob) (Per side) (Units -0501 and on)	C	1	0	May be inoperative provided touchscreen controller for associated display is operative.	
-12	Clear (CLR) (Per side) (Units -0501 and on)	C	1	0		
-13	Enter (ENT) (Per side) (Units -0501 and on)	C	1	0		
-14	Cursor/Select (PFD/PUSH ENT) (Per side) (Units -0501 and on)	C	3	0		
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (GCU 275) (Units -0501 and on) (Cont'd)					
-15	Direct To (D>) (Per side) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-16	Flight Plan (FPL) (Per side) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-17	Radio Control (COM/NAV) (Per side) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-18	Procedure (PROC) (Per side) (Units -0501 and on)	C	1	0	NOTE: Function may be selected on touchscreen controller.	
-25-07	Touchscreen Controller (GTC) (L PFD or R PFD) (Units -0501 and on)	C	2	1	(M) One may be inoperative provided controller is deactivated. NOTE: Any functions or controls that operate normally may be used.	
-25-08	MFD Controller (Included on DC-840) (Units -0001 thru -0500)					
-01	Checklist Control (NORM, ABN, EMER, RCL, PAG, SKP, ENT) (Per side)	C	7	0	NOTE: Any functions or controls that operate normally may be used.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-08	MFD Controller (Included on DC-840) (Units -0001 thru -0500) (Cont'd)					
-03	Map Mode Control (MFD MAP) (Per side)	C	1	0		
-05	Weather/Terrain Selector (MFD WX) (Per side)	C	1	0	May be inoperative provided weather radar is displayed on PFD when required.	
-07	Joystick (Per side)	C	1	0		
-09	Traffic Control (TCAS) (Per side)	C	1	0	May be inoperative provided button on opposite controller is operative.	
-10	Aircraft Systems Control (ACFT SYS) (Per side)	C	1	0		
-25-10 ***	Synthetic Vision (Units -0501 and on)	C	1	0	May be inoperative provided procedures do not require its use.	
-25-11	Course/Heading Panel Function Control (RI-871) (Units -0001 thru -0500)					
-01	Course	B	2	1	One may be inoperative provided procedures do not require its use.	
-02	Course Direct (CRS PUSH DIR)	C	2	0		
-03	Heading Sync (HDG PUSH SYNC)	C	2	0		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-8

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-12 ***	Electric Standby Instrument System (GH-3000) (Heading information only) (Units -0001 thru -0500)	B	1	0	May be inoperative provided: a) Dual heading information sources are operative, and b) Magnetic compass is operative.	
-25-13	Source Controller (SC-840) (Units -0001 thru -0500)					
-01	Bearing Selector (BRG) (Per side)	C	2	1	One may be inoperative provided procedures do not require its use.	
-02	Navigation Source Selector (NAV-PREV-FMS) (Per side)	C	3	0	May be inoperative provided: a) Button is operative on pilot flying side, and b) Flight director/autopilot is coupled to pilot flying side.	
-25-14	Display Unit Bezel Controller (BL-870 or BL-871) (Units -0001 thru -0500)					
-01	Barometer Standard (STD) (Per side)	C	1	0		
-02	MFD Range Control (Knob) (Per side)	C	1	0	May be inoperative provided current map range is acceptable to the flightcrew.	
-03	Minimums Selector (MINIMUMS) (Per side)	C	1	0	May be inoperative or knob may be missing provided procedures do not require its use.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-9

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-25-14	Display Unit Bezel Controller (BL-870 or BL-871) (Units -0001 thru -0500) (Cont'd)					
-04	Minimums Mode Selector (RA/BARO) (Per side)	C	1	0	May be inoperative provided procedures do not require its use.	
-30-01 ***	Enhanced Vision System (EVS)	D	1	0		
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative (refer to item 34-32-01), c) Procedures do not require its use, and d) System is not required by 14 CFR.	
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-36-01 ***	Reactive Windshear System (Includes TAWS windshear mode) (Amber WINDSHEAR FAIL message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-10

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Inertial Reference System (IRS) (Units -0016, -0067 and On and Units -0001 thru -0015, -0017 thru -0066 incorporating SB 750-34-57)	C	2	0	(O) May be inoperative provided: a) Other navigation systems as required by 14 CFR are operative, b) Affected IRS mode is selected to ATT, c) IRS 1 and 2 are verified capable of providing correct bank, pitch, and magnetic heading indications to associated PFD, and d) Aircraft is operated using applicable AFM limitations.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.	
-01 ***	Radar Control Panel (Units -0001 thru -0500) (Aircraft with two control panels)	C	2	1		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-11

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Radio Altimeter System					
-00B	(TAWS or TCAS II required) (Units -0001 thru -0500)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (refer to item 34-44-03), d) TCAS II is considered inoperative (refer to item 34-45-01), e) Autothrottle system, if installed, is considered inoperative, and f) Repairs are made within 2 flight days. NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended. NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-12

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Radio Altimeter System (Cont'd)					
-00B	(TAWS or TCAS II required) (Units -0501 and on)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within 2 flight days. NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended. NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.	
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0500)	C	1	0		
-44-02 ***	Surface Awareness System (Smart Runway/Smart Landing) (Units -0001 thru -0500)	C	1	0		
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0501 and on) (White SURFACEWATCH FAIL message)	C	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-13

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Amber TERRAIN FAIL, TERR FAIL, GROUND PROX FAIL, or GPWS FAIL message)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used b) RNP AR procedures are not conducted, and c) Repairs are made within 2 flight days.	
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function (Amber TERRAIN FAIL or TERR FAIL message)	B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3) (Amber GROUND PROX FAIL or GPWS FAIL message)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-03A	Voice Callouts (Mode 6) (Five-Hundred) (Amber GROUND PROX FAIL or GPWS FAIL message)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03B	Voice Callouts (Mode 6) (Other) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-14

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Amber TERRAIN FAIL, TERR FAIL, GROUND PROX FAIL, or GPWS FAIL message) (Cont'd)					
-04A	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	2	0		
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	0		

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-15

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Amber TERRAIN FAIL, TERR FAIL, GROUND PROX FAIL, or GPWS FAIL message) (Cont'd)					
-05A	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	B	-	0		
-05B	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	1	May be inoperative provided affected glideslope or glidepath is not used.	
-06	Terrain Display (Class B TAWS required)	C	-	0		
-06A	Terrain Display (Individual display failed) (Class A TAWS required)	C	-	1		
-06B	Terrain Display (All displays failed) (Class A TAWS required)	B	-	0		
-07	Switch (Any excluding TAWS Test) (Units -0001 thru -0500) (Class B TAWS required)	C	-	0		
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-16

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Amber TERRAIN FAIL, TERR FAIL, GROUND PROX FAIL, or GPWS FAIL message) (Cont'd)					
-07A	Switch (Flap Override, Terrain Inhibit, Terrain Display Inhibit) (Units -0001 thru -0500) (Class A TAWS required)	B	-	0		
-07B	Switch (Other excluding TAWS Test) (Units -0001 thru -0500) (Class A TAWS required)	C	-	0		
-08	Annunciator/Indication (Class B TAWS required)	C	-	0		
-08A	Annunciator/Indication (Terrain Inhibited) (Class A TAWS required)	B	-	0		
-08B	Annunciator/Indication (Other) (Class A TAWS required)	C	-	0		

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-17

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Amber TCAS FAIL message)					
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.	
-00B	(TCAS required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-01	Traffic Advisory (TA) Display (TCAS II only)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-02A	Resolution Advisory (RA) Display (TCAS II only)	C	2	1	One may be inoperative on pilot-not-flying side.	
-02B	Resolution Advisory (RA) Display (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Advisory (TA) display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-18

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Amber TCAS FAIL message) (Cont'd)					
-03A	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display (TCAS II only)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function (Above/below)	C	-	0		
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0		
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-19

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-52-01 ***	ATC Transponder and Automatic Altitude Reporting System					
-00A	(Individual transponder failed) (White TRANSPONDER FAIL 1 or 2 message)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(All transponders failed) (Amber TRANSPONDER FAIL 1 and 2)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS, if installed, is considered inoperative (refer to item 34-45-01), and d) Aircraft is not operated RVSM.	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-20

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-21

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

34-22

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-54-01	Very High Frequency Omni Range (VOR) System	C	-	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.	
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.	
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-01 ***	Antenna/Jack (For portable device)	D	-	0		
-60-01	Data Loader	C	-	0		
-60-02	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	C	-	0		

AIRCRAFT:
Cessna 750

REVISION NO. 7
DATE: 05/07/2018

PAGE NO.
34-23

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Navigation Database	-	-	-	Deleted Revision 7.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

35-1

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Cockpit Oxygen Pressure Gauge / Indication (Units -0001 thru -0500 Extended range oxygen system-equipped aircraft and Units -0501 and on)	C	2	1	One may be inoperative provided: a) Associated oxygen bottle is considered inoperative (refer to item 35-00-03), and b) Non-associated oxygen bottle is operative.	
-01	Gauge Lighting (Units -0001 thru -0500)	C	-	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	
-02 ***	Low Pressure Light (Units -0001 thru -0500) (Extended range oxygen system-equipped aircraft)	B	2	1	One may be inoperative provided associated cockpit oxygen pressure gauge/indication is operative and monitored.	
-00-02	Oxygen Bottle (Units -0001 thru -0500 Extended range oxygen system-equipped aircraft and Units -0501 and on)	C	2	1	(M) One may be inoperative or empty provided: a) Affected bottle regulator is closed, b) Non-affected cockpit oxygen pressure indication/gauge is operative, and c) Oxygen duration is computed using only operative bottle.	
-00-03	Oxygen System					
-01	Fill Port	C	-	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Servicing Panel Pressure Gauge	C	-	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-03	Blowout Disk/Green Label	C	1	0	May be missing or damaged provided oxygen pressure is verified prior to each flight.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

35-2

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System					
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within 4 minutes to a cabin pressure altitude of 13,000 feet at all points along route to be flown, and c) Aircraft is operated at FL 250 or below.	
-00B	(Without cabin occupants)	C	1	0	May be inoperative provided: a) PASS OXY is selected OFF, and b) No cabin occupants are carried.	
-00C	(Cabin unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded DO NOT OCCUPY.	
-02	Drop-out Panel (Units -0001 thru -0500)	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop-out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded DO NOT OCCUPY.	
-02	Drop-out Panel (Decorative cover) (Units -0501 and on)	C	-	0	Individual panels may be missing.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

35-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-20-02 ***	Therapeutic Oxygen System	D	1	0		
-30-01 ***	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Inoperative oxygen bottle is placarded INOPERATIVE, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.	
-30-02 ***	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

36-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Precooler Door System	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected door is secured in open position, b) Affected door system is deactivated, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: REMOTE CB TRIPPED cyan message may appear.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

38-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Potable Water System	C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure system is not serviced.	
-01	Individual Components	C	-	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system operating normally may be used.	
-30-01 ***	Relief Tube (Cockpit)	C	-	0	(M) May be damaged or inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded DO NOT USE.	
-30-02	Lavatory External Service System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.	
-01A	Dump Cable	C	1	0	May be inoperative provided lavatory is not serviced or used.	
-01B	Dump Cable	C	1	0	(M) May be inoperative provided lavatory is serviced by alternate means.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

38-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Lavatory External Service System (Cont'd)					
-04	System Precharge Annunciator (Green PRECHARGE)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	
-08	Heater Gasket	C	1	0	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Heater gasket is deactivated, c) Drain heaters are considered inoperative (refer to item 30-70-04), and d) Toilet is not serviced within 4 hours of landing or at surface temperatures below +10 degrees C.	
-09	System Overfill Annunciator (Red OVERFILL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	
-30-03	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and c) Lavatory is placarded DO NOT USE.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

38-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-30-04	Overboard Drain (Excluding drain heater)					
-01	Aft Vanity Basin	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from basin, and b) Basin is placarded DO NOT USE.	
-02	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from refreshment center hot liquid storage and drip pan, b) Refreshment center hot liquid storage and drip pan are placarded DO NOT USE, and c) Ice drawer drain valve remains closed.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

45-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
-00-02	Central Maintenance System (CDMS) (Units -0501 and on)	C	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

46-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag (EFB) System					
-00A	Class 3 EFB	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	Class 3 EFB	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
-01A	Data Connectivity (Class 2)	D	-	0	May be inoperative provided procedures do not require its use.	
-01B	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02A	Power Connection (Class 1 and 2)	D	-	0	May be inoperative provided procedures do not require its use.	
-02B	Power Connection (Class 1 and 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03A	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.	
-03B	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.	

AIRCRAFT:

Cessna 750

REVISION NO. 7

DATE: 05/07/2018

PAGE NO.

49-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Auxiliary Power Unit (APU) (Amber APU SYS FAIL or APU FAIL message)	C	1	0	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require its use.	
-30-01	APU Fuel Shutoff Valve (Units -0501 and on)	C	1	0	(M) May be inoperative provided: a) APU fuel shutoff valve is verified closed, and b) APU is considered inoperative (refer to item 49-20-01).	
-50-02	APU Bleed Air System (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.	
-50-02	APU Bleed Air System (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) APU BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.	
-01	Max Cool Function (Units -0001 thru -0500)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is not selected to MAX COOL, and b) Max cool valve is verified closed.	
-01	Max Cool Function (Units -0501 and on)	C	1	0	(O) May be inoperative provided: a) MAX COOL is selected OFF, and b) Max cool valve is verified closed.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

52-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door					
-01	Key Lock (Failed unlocked)	D	1	0		
-02	Precatch	C	1	0	(M)(O) May be inoperative provided: a) Main cabin door warning system is operative, b) Precatch is secured in retracted position, and c) Alternate procedures for closing door are established and used.	
-03	Acoustic Seal	C	1	0	May be damaged provided seal does not interfere with door operation.	
-04A	Primary Seal (Cabin pressurized) (Amber CABIN DOOR SEAL message)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL 250 or below.	
-04B	Primary Seal (Cabin unpressurized) (Amber CABIN DOOR SEAL message)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-05A	Secondary Seal (Cabin pressurized)	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL 250 or below.	
(Continued)						

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

52-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door (Cont'd)					
-05B	Secondary Seal (Cabin unpressurized)	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-06	Vent Door	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM CBN VENT DOOR OPEN amber message procedure.	
-07	Handrail	C	1	0	(O) May be inoperative or damaged provided: a) Door operates and latches normally, and b) Alternate procedures are established and used for assisting passengers during entry and exit.	
-30-01	Aft Baggage Door					
-01	Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Aircraft equipped with JAA baggage door must consider aft baggage door seal inoperative.	

(Continued)

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

52-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Aft Baggage Door (Cont'd)					
-02	Door Seal (Units -0001 thru -0500) (Amber BAGGAGE DOOR SEAL message)	C	1	0	May be missing or inoperative provided: a) ISO VLV CLOSE is selected ON, b) Aircraft is operated in accordance with AFM baggage pressurization system limitations, and c) Aircraft is operated at FL 410 or below. NOTE: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet.	
-02	Door Seal (Units -0501 and on) (Amber BAGGAGE DOOR SEAL message)	C	1	0	May be missing or inoperative provided: a) BAG ISOL is selected to CLOSED, b) Aircraft is operated in accordance with AFM baggage pressurization system limitations, and c) Aircraft is operated at FL 410 or below. NOTE: BAGGAGE ALTITUDE amber message may appear if baggage altitude exceeds 13,000 feet.	
-03	Ladder	D	2	0	(O) May be inoperative provided: a) Ladder is removed, or stowed so it does not interfere with door operation b) No visible damage exists to surrounding structure, c) Ladder is placarded DO NOT USE, and d) Alternate means of accessing baggage compartment are established and used.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

52-4

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Ski Tube Door (Units -0080 and on)	D	1	0	May be inoperative or missing provided baggage in ski tube is secured.	
-40-01	Nose Access Door (Per side)					
-01	Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-02	Gas Spring	D	1	0	May be inoperative or removed. NOTE: Precautions should be taken when opening door(s).	
-42-01 ***	Battery Access Door Key Lock (Failed unlocked)	D	2	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-46-01 ***	Single-point Refueling (SPR) Access Door Key Lock					
-00A	(Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-00B	(Failed locked)	C	1	0	NOTE: If overwing refueling cap locks are also failed in locked position, refueling will not be possible.	
-48-01	Tail Cone Access Door Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-50-01 ***	Cockpit Divider Door	C	2	0	(M) May be inoperative provided door is secured open.	
-50-02	Lavatory Door	C	-	0	(M) May be inoperative provided door is secured open.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

52-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Door Warning System					
-01	Aft Baggage (Amber BAGGAGE DOOR OPEN message)	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-02	Emergency Exit (Amber EMERGENCY EXIT OPEN or ESCAPE HATCH OPEN message)	C	1	0	May be inoperative provided hatch is verified closed and latched prior to each flight.	
-03	Tail Cone Access (Amber TAILCONE DOOR OPEN message)	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-04	Lavatory	C	1	0	May be inoperative provided lavatory door is visually verified latched or secured open prior to each taxi, takeoff, or landing.	
-05	Nose Access (Amber NOSE DOOR OPEN L-R message)	C	2	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-07	Main Cabin (Amber CABIN DOOR OPEN message)	B	1	0	(O) May be inoperative provided: a) Main cabin door precatch is operative, b) Lock flags are visible in all door sight glass locations, c) Cabin vent door is verified closed with cabin door closed and latched, d) Seat(s) immediately adjacent to or across from door are blocked and placarded DO NOT OCCUPY, and e) Aircraft is operated at FL 250 or below.	
(Continued)						

AIRCRAFT:
Cessna 750

REVISION NO. 6
DATE: 06/24/2014

PAGE NO.
52-6

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Door Warning System (Cont'd)					
-08	Single-point Refueling (SPR) (Amber FUEL DOOR OPEN message)	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-09	Toilet External Service (Amber TOILET DOOR OPEN message)	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

53-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

53. FUSELAGE

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Life Raft Mooring Ring	D	1	0	May be inoperative or damaged provided life raft is not required by 14 CFR.	
-50-01 ***	Radome Erosion Boot	D	1	0	May be damaged or missing provided any remaining sections of boot are removed.	

AIRCRAFT: Cessna 750	REVISION NO. 6 DATE: 06/24/2014	PAGE NO. 55-1
-------------------------	------------------------------------	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

55. STABILIZERS

Sequence No.	Item	1	2	3	4	Change Bar
-34-01 ***	Bullet Fairing Erosion Boot	D	1	0	May be damaged or missing provided any remaining sections of boot are removed.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

71-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

71. POWERPLANT

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Active Engine Mount System	D	1	0	(M) May be inoperative provided system is deactivated.	

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

73-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

73. ENGINE AND FUEL CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Engine Fuel Filter (Impending bypass indication only) (Amber FUEL FLTR BYPASS L or R message)	A	2	1	(M) Aircraft may be dispatched with one impending bypass indication provided: a) Fuel filter full bypass pin is visually verified not extended prior to each flight, and b) Repairs are made within 10 flight hours.	
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight days.	

AIRCRAFT:
Cessna 750

REVISION NO. 6
DATE: 06/24/2014

PAGE NO.
76-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

76. ENGINE CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-01-01	Engine Synchronizer System (Failed off) (Units -0001 thru -0500)	C	1	0		

AIRCRAFT:

Cessna 750

REVISION NO. 6

DATE: 06/24/2014

PAGE NO.

77-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
-14-01	Engine RPM Gauge/Indication (Units -0001 thru -0500)					
-01	Standby N1	A	2	1	One may be inoperative provided: a) Standby N2 and standby ITT indicators are operative, and b) Repairs are made within three flight cycles.	
-02	Standby N2	C	2	1	One may be inoperative provided standby N1 and standby ITT indicators are operative.	
-22-01	Engine ITT Gauge/Indication (Standby ITT) (Units -0001 thru -0500)	C	2	1	One may be inoperative provided standby N1 and standby N2 indicators are operative.	
-32-01	Engine Vibration Monitor System (N1 or N2)	C	4	2	One system may be inoperative on each engine provided no abnormal vibration exists.	

AIRCRAFT:
Cessna 750

REVISION NO. 6
DATE: 06/24/2014

PAGE NO.
78-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Thrust Reverser	C	2	0	(M) May be inoperative provided: a) Affected thrust reverser is deactivated and secured in forward thrust position, and b) Takeoffs on contaminated runways are prohibited. NOTE: Flightcrew should review AFM Single-Engine Reversing procedure.	

AIRCRAFT: Cessna 750	REVISION NO. 6 DATE: 06/24/2014	PAGE NO. 79-1
-------------------------	------------------------------------	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine Oil Filter (Impending bypass indication only) (Units -0001 thru -0500) (Cyan OIL FILTER BYPASS L or R message)	A	2	1	Aircraft may be dispatched with one impending bypass indication provided aircraft is operated in accordance with AFM OIL FILTER BYPASS L or R cyan message procedure.	
-20-01	Engine Oil Filter (Impending bypass indication only) (Units -0501 and on) (White OIL FLTR BYPASS L or R message)	A	2	1	Aircraft may be dispatched with one impending bypass indication provided aircraft is operated in accordance with AFM OIL FLTR BYPASS L or R white message procedure.	
-30-01	Engine Chip Detector	C	2	1	(M) One may be inoperative provided a visual check of affected chip detector before each flight reveals no anomalies.	
-32-02	Oil Level Sensor	C	2	1	One may be inoperative provided oil level is checked visually prior to each flight.	

AIRCRAFT:
Cessna 750

REVISION NO. 6
DATE: 06/24/2014

PAGE NO.
80-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Engine Start Valve	C	2	1	(M) One may be inoperative provided: a) Alternate starting procedures are established and used, and b) Affected start valve is verified closed after engine start. NOTE: In-flight restart of affected engine will be limited to wind-milling restarts.	