

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

CESSNA MODELS 310 AND 320

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## CESSNA MODELS 310/320

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## Log of Revisions

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7	06/06/1990	HIGHLIGHTS OF REV., DEFINITIONS	
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## Highlights of Change

## ATA #    Remarks

- 22-1 Revised in accordance with Policy Letter 101 Rev 1 designated as Global Change 103.
- 22-2 Added in accordance with Policy Letter 93.
- 22-3 Re-numbered Yaw Damper.
- 23-1 Revised in accordance with Policy Letter 95 Rev 1 designated as Global Change 111. HF moved to 23-7.
- 23-4 Revised in accordance with Policy Letter 9 Rev 5 designated as Global Change 109.
- 23-5 Revised in accordance with Policy Letter 29 Rev 3.
- 23-6 Revised in accordance with Policy Letter 58 Rev 3 designated as Global Change 100.
- 23-7 Revised in accordance with Policy Letter 106. Designated as Global Change 89.
- 25-1 Revised repair category, number installed and proviso.
- 25-2 Revised in accordance with Policy Letter 79 Rev 2 designated as Global Change 96.
- 25-3 Revised in accordance with Policy Letter 31 Rev 1 designated as Global Change 83.
- 25-4 Removed "or" in accordance with Policy Letter 31 Rev 1 designated as Global Change 83.
- 25-5 Revised in accordance with Policy Letter 73 Rev 2 designated as Global Change 104.
- 34-8 Revised in accordance with Policy Letter 39 Rev 3 designated as Global Change 95.
- 34-10 Revised in accordance with Policy Letter 76 Rev 2 designated as Global Change 110.

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Highlights of Change

- 34-14 Revised in accordance with Policy Letter 3 Rev 1.
- 34-17 Removed "or" in accordance with Policy Letter 31 Rev 1 designated as Global Change 83 and revised in accordance with Policy Letter 10 Rev 1.
- 34-19 Revised in accordance with Policy Letter 32 Rev 5 designated as Global Change 81.
- 34-20 Revised in accordance with Policy Letter 32 Rev 5 designated as Global Change 81.
- 34-21 Revised in accordance with Policy Letter 54 Rev 7 designated as Global Change 107.
- 34-23 Added in accordance with Policy Letter 98 designated as Global Change 71.
- 34-24 Added in accordance with Policy Letter 98 designated as Global Change 71.
- 34-25 Added in accordance with Policy Letter 111 designated as Global Change 113.

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Definitions

1. System Definitions.

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

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

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

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

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

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Certificate Data Sheet.

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

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

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

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

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

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

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

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

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

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

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operation with the listed item inoperative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

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

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

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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Definitions

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

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

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

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

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

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

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

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Preamble  
(Effective 6/14/89)

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

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

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Preamble  
(Effective 6/14/89)

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

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

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

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

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

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

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## Guidelines for (O) &amp; (M) Procedures

- 21-1 (M) Maintenance procedure to ensure no fuel leaks, mechanical or electrical faults exist which could have an adverse affect on aircraft operations.
- 21-3 (M) Maintenance procedure to ensure no mechanical or electrical faults exist which could have an adverse affect on aircraft operations.
- 21-4 (O) Operations procedure to record heater time.
- 22-1 (M) Maintenance procedure to ensure no electrical or mechanical fault exists which could have any adverse affect on any flight control function.
- 22-3 (M) Maintenance procedure to ensure no electrical or mechanical fault exists which could have any adverse affect on any flight control function.
- 23-4 (O) Operations procedure to ensure passengers are provided the appropriate briefings
- 23-7 (O) Operations procedure to assure that long range communication system is available.
- 27-3 (M) Maintenance procedure to ensure failure of electric trim will not interfere with operation of manual trim.
- 28-1 (O) Operations procedure to determine fuel quantity on board meets regulatory requirements for the flight.
- 31-2 (O) Operations procedure to record flight time.
- 32-1 (O) Operations procedure to ensure aircraft will not move when unattended.
- 34-8 (O) Operations procedure to ensure crew awareness of airplane altitude and performance.

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## Guidelines for (O) &amp; (M) Procedures

- 34-19 (M) Maintenance procedure to ensure system is deactivated and secure.  
(O) Operations procedure to assure that enroute or approach procedures do not require its use.
- 1 (O) Operations procedure to ensure TA and RA display is visible to the non-flying pilot and TA/RA elements and audio functions are operative on flying pilot side.
- 2 (O) Operations procedure to ensure non-flying pilot monitors pilot's display.  
(O) Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.
- 3 (O) Operations procedure to ensure all RA display and audio functions are operative.
- 34-20 (M) Maintenance procedure to ensure system is deactivated and secured.  
(O) Operations procedure to assure enroute or approach procedures do not require its use.
- 34-21 (O) Operations procedure to ensure crew awareness of minimum  
-1 altitudes and performance.  
-4 (O) Operations procedure to ensure crew awareness of no advisory callouts.  
-5 (O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
- 34-23 (O) Operations procedure to verify status and suitability of Navigation Facilities used to define route of flight.
- 34-24 (O) Operations procedure to verify status and suitability of Navigation Facilities used to define route of flight.
- 37-1 (M) Maintenance procedure to ensure no mechanical problem exists because of pump failure which could have an adverse affect on engine operation.

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21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Heater	C	1	0	(M)
2.	Heater Fan	C	1	0	May be inoperative provided: a) The heater or windshield defogging is not operated on the ground, and b) Heater is turned off prior to landing.
3.	Air Conditioning System	C	1	0	(M)
4.	Heater Hour Meter	C	1	0	(O)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	0		
22	AUTO FLIGHT					
1.	Autopilot	C	-	0		(M)May be inoperative provided operations do not require its use.
2.	Autopilot Disconnect	C	-	-		One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.
3.	Yaw Damper	C	1	0		(M)May be inoperative provided yaw damper is independent of and unrelated to the autopilot operation or the autopilot is not used.
						NOTE: See AFM supplement for possible yaw damper vs. autopilot operating instructions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
1.	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an emergency power source and not required by emergency procedures.
2.	Audio Amplifier	C	1	0	As required by FAR.
3.	Cockpit Speaker	C	1	0	As required by FAR.
4.	Passenger Address System (PA)				
	1) Passenger Configuration	B	1	0	(O)May be inoperative provided alternate, normal, and emergency procedures are established and used.
					NOTE: Any station that operates normally may be used.
	2) Cargo	D	1	0	May be inoperative unless procedures require its use.
5.	Cockpit Voice Recorder (CVR) System				
***					
	1)With Flight Data Recorder (FDR) installed.	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
	2)Without Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
6.	Boom Microphones				
***	(CVR and FDR installed)				
1)	Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359 (e) or FAR 135.151 (d)	A	-	0	May be inoperative provided: a)Flight Data Recorder (FDR) operates normally, and b)Repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	
	Boom Microphones				
***	(CVR Installed)				
1)	Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359 (e) or FAR 135.151 (d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
7.	High Frequency *** (HF)Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LCRS provided: a) SATCOM (high or low gain) Data Link System operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	Volt/Ammeter (selectable)	B	1	0	May be inoperative provided Alternator Out Caution Lights are installed and operative.
2.	Alternator Out *** Caution Lights	B	2	0	May be inoperative provided Volt/Ammeter is operative.
3.	Voltage Regulators (selectable)	B	2	1	One may be inoperative for day VFR provided the Volt/Ammeter is operative and monitored.
4.	Low Voltage Warning Light	B	1	0	One may be inoperative for day VFR provided Volt/Ammeter is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
1.	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative for operations not requiring a Second in Command provided seat remains unoccupied.
2.	Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block an emergency exit. b) Seat does not restrict access to the main aircraft aisle and c) The affected seat(s) are blocked and placarded " Do Not Occupy)".
	1) Recline Mechanism	C	-	-	NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered to be inoperative.  May be inoperative and seat occupied provided seat is secured in the full up-right position.
3.	Approved Flotation Equipment	C	-	-	As required by FAR.
4.	ELT	C	1	0	As required by FAR
		C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
5.	Emergency Medical Equipment	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided the required distribution is maintained.

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25	EQUIPMENT/FURNISHINGS				
6.	Passenger Convenience Items	-	-		Passenger convenience items, as expressed in the MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
2.	Fire Detection and Extinguishing Systems	C	2	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
1.	Wing Flap System					Deleted, Rev. 7
2.	Wing Flap Position Indicator	C	1	0		May be inoperative provided: a) A notch or detent position preselect feature is part of the flap switch, b) Flaps are visually checked for full travel and flap operations are not affected and c) Flaps are visually checked full up prior to each departure.
3.	Electric Elevator Trim System	C	1	0		(M)May be inoperative provided manual trim is operative and unaffected.
4.	Trim Tab Position Indicators (Rudder, Aileron and Elevator)	C	3	0		May be inoperative provided: a) Tab is checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
1.	Fuel Quantity Indicators	C	2	1	(O)One may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.
2.	Fuel Low Level *** Warning Lights	C	2	0	May be inoperative provided all fuel tank quantity indicators are operative.
3.	Fuel Totalizer	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Pitot Heater	B	1	0	Right Pitot Heater may be inoperative.
		B	1	0	Left Pitot Heater may be inoperative except for: a) IFR passenger carrying and b) Flight in known or forecast icing conditions.
					NOTE: Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.
2.	Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3.	Electric Windshield Anti-ice	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4.	Alcohol Windshield Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	Propeller Deicing/ Anti-icing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6.	Stall Warning/ Angle of Attack Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7.	Wing Locker Fuel Tank Vent Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
8.	Static Port Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
31	INDICATING/RECORDING SYSTEMS				
1.	Clock with sweep second hand, or electric digital clock	C	1	0	May be inoperative for VFR operations.
2.	Flight Hour Recorder	C	1	0	(O)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Parking Brake	C	1	0	(O)May be inoperative provided normal braking system is not affected.
		C	1	0	(O)Wheel chocks will be used if parking brake is inoperative.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33		LIGHTS				
1.	Anti-collision Light System	B	1	0	May be inoperative for day operations.	
2.	Collision Avoidance *** Lights (STC SA4222SW)	C	-	0		
3.	Strobe Light System	C	1	0		
4.	Navigation Position Lights	C	3	0	May be inoperative for day operations.	
5.	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
6.	Ice Detection Lights	C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.	
7.	Landing Lights	C	2	0	May be inoperative for day operations.	
8.	Taxi Light	C	1	0		
9.	Logo Lights	C	2	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Altimeter Barometric Pressure (Adjustable)	B	-	1	Right side may be inoperative.  NOTE: Where a servoed electric altimeter is installed a functioning pneumatic altimeter is required.
2.	Airspeed Indicator	C	-	1	Right side may be inoperative.  NOTE: Where a servoed electric airspeed is installed, a functioning pneumatic indicator is required.
3.	Gyroscopic Pitch and Bank Indicators	B	-	1	Right side may be inoperative.
4.	Gyroscopic Directional Indicators	B	-	1	Right side may be inoperative.
5.	Gyroscopic Rate of Turn/Slip Skid Indicator	B	1	0	May be inoperative except for: a) IFR operations, b) passenger carrying VFR over-the-top, and c) passenger carrying VFR night flights.
6.	Vertical Speed Indicator	B	1	0	May be inoperative except for IFR passenger carrying.
7.	Flight Director	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
8.	Altitude Alerting System	A	-	0		(O)May be inoperative provided: a)Autopilot with altitude hold is operative, b)Enroute operations do not require its use, and c)Repairs are made within three flight days.
		C	-	0		May be inoperative provided it is not required by FAR.
9.	Radio Altimeter ***	C	1	0		
10.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	0		May be inoperative provided: a)Enroute operations do not require its use, and b)Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1		Any in excess of those required by FAR may be inoperative.
11.	Weather Radar/Thunderstorm Detection Equipment	C	1	0		As required by FAR.
12.	Navigation Equipment (VOR/ILS, LORAN, OMEGA/VLF, INS, DOPPLER, GPS, RNAV)	C	-	-		As required by FAR.
13.	Marker Beacon	C	1	0		May be inoperative provided approach procedure does not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
14.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
15.	ADF	C	1	0	As required by FAR.
16.	RMI	C	1	0	
17.	Nonstabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
18.	Altitude Encoder				Included with ATA 34-10.

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

(CON'T)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
	(CON'T)				
19.	Traffic Alert and Collision Avoidance System (TCAS II)				
3)	Traffic Alert Display System(s)	C	- 0	(O)May be inoperative provided: a)RA visual display and audio functions are operative, and b)Enroute or approach procedures do not require its use.	
20.	Traffic Alert and Collision Avoidance System(TCAS I)	B	- 0	(M) (O) May be inoperative provided: a)System is deactivated and secured, and b)Enroute or approach procedures do not require its use.	
		C	- 0	(M) (O)May be inoperative provided: a)Not required by FAR, b)System is deactivated and secured, and c)Enroute or approach procedures do not require its use.	
21.	Ground Proximity Warning System (GPWS)	A	- 0	(O)May be inoperative provided: a)Alternate procedures are established and used, and b)Repairs are made within two flight days.	
		C	- 0	(O)May be inoperative provided: a)It is not required by FAR, and b)Alternate procedures are established and used.	
	(CON'T)				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
	(CON'T)				
21	GPWS				
	1) Modes 1-4	A	-	0	(O)May be inoperative provided: a)Alternate procedures are established and used, and b)Repairs are made within two flight days.
		C	-	0	(O)May be inoperative provided: a)It is not required by FAR, and b)Alternate procedures are established and used.
	2) Test Mode	A	1	0	May be inoperative provided: a)GPWS is considered inoperative, and b)Repairs are made within two flight days.
		C	-	0	May be inoperative provided: a)It is not required by FAR, and b)GPWS is considered inoperative.
	3) Glideslope Deviation (Mode 5)	B	2	0	
		C	2	0	May be inoperative provided it is not required by FAR.
	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
	***				
	(CON'T)				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	0		
34	NAVIGATION					
	(CON'T)					
21.	GPWS					
5)	Windshear Mode	C	-	0		(O)May be inoperative provided: a)Alternate procedures are established and used, and b)Windshear Detection and Avoidance System operates normally.
***						
		C	-	0		(O)May be inoperative provided: a)Alternate procedures are established and used, and b)Takeoffs and Landings are not conducted in known or forecasted windshear conditions.
6)	.TAWS	C	-	0		
***						
22.	Flight Profile	C	1	0		
***	Advisory System					

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23. ***	Flight Management Systems Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes prior to dispatch. b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
24. ***	Navigation Management System Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigational Fixes prior to dispatch. b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
25.Standby Attitude ***Indicator	C	-	0	May be inoperative provided not required by FAR.	
	B	-	0	May be inoperative provided: a)Operations are conducted in day VMC only, and b)Operations are not conducted into known or forecast VFR-on-top conditions.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen System (Passengers)	C	1	0	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37	VACUUM/PRESSURE				
1.	Vacuum Pumps	B	2	1	(M)One may be inoperative for VMC operations.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61		PROPELLERS				
1.	Synchronizer/ Synchrophasing System	C	1	0		
2.	Unfeathering Accumulator System	C	2	0		

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77	ENGINE INDICATING				
1.	Economy Mixture Indicators (EGT)	C	2	0	