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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 10/11/2016

Dassault Aviation Falcon 900 Mystere Falcon 900, Falcon 900B, Falcon 900C

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FALCON 900

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the DA-900 Master Minimum Equipment List has been revised. Please replace affected pages with revision 10 for a complete up-to-date MMEL.

General Changes:

- Minor renumbering and administrative editing
- Addition of various STC items
- Miscellaneous corrections for compliance with FAA Policy Letters
- Clarification of relief provided during daytime operations

Major Changes:

ATA 23:	20	FANS 1/A+ function added
ATA 26	4	Lavatory Smoke Detection System updated with Policy Letter 24
ATA 34:	13	Elementary and Enhanced Downlink Aircraft Reportable Parameters added
	12	Requirement for (M)aintenance procedure removed
	13	ADS-B Out Squitter Transmissions added
	18	FMS amended to include FMS 6.1 STC
	34	Traffic Alert and Collision Avoidance System administrative editing to include sub-item lettering
	46	Electronic Flight Information System (EFIS) amended to include STC
	48	Jeppesen Electronic Terminal Charts added
	49	GPS added
	50	Cursor Control Display (CCD) added
ATA 77:	7	Oil Pressure Indications relief removed for air carrier operations

Policy Letters 24 and 83 have been considered. Lavatory Smoke Detection System relief has been revised accordingly.

NOTE: Item numbering in the Dassault Falcon 900 "Maintenance and Operating Procedures for MMEL" document (also known as the "M&O document") may not correspond with the item numbering in this MMEL. Operators must ensure that the correct item is referenced when applying Dassault provided M and O procedures.

If relief is granted for a Supplemental Type Certificate (STC) item, operators must apply the (M)aintenance and/or (O)perating procedure(s) provided by the STC holder.

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DEFINITIONS

For current definitions, refer to the current FAA Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

PREAMBLE

For the MMEL Preamble used for operations under 14 CFR Part 91, refer to the current FAA Policy Letter PL-36, FAR Part 91 MEL Approval and Preamble. For the MMEL Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble. The Preamble is found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

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			1.	2.	
21 AIR CONDITIONING			3. NUMBER REQUIRED FOR DISPATCH		
1	Automatic Pressure Controller	C	1	0	(O) May be inoperative provided: a) UP-DN manual controller and Dump mode are verified operative before each flight, b) Cabin visual and audio warnings are verified operative, and c) UP-DN manual controller is set to the RH part of the white arc for takeoff.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.
2.	UP-DN Manual Controller	C	1	0	(O) May be inoperative provided: a) Automatic pressure control system is verified operative, b) DUMP mode is verified operative before first flight of the day, and c) Manual controller is aligned with the green index mark.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.
3.	Outflow Pressurization Valves				
	1) Electropneumatic Outflow Valve	C	1	0	May be inoperative provided aircraft is operated at or below 14,000 feet MSL.
	2) Pneumatic Outflow Valve	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.

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21 AIR CONDITIONING					
4. Triple Cabin Indicator					
1) Cabin Altitude Indication	C	1	0	0	(O) May be inoperative provided: a) Cabin differential pressure indicator is verified operative, and b) A chart to convert cabin pressure differential to cabin altitude is provided to the crew.
	C	1	0	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.
2) Cabin Differential Pressure Indication	C	1	0	0	(O) May be inoperative provided: a) Cabin altitude indicator is verified operative, and b) A chart to convert cabin altitude to cabin differential pressure is provided to the crew.
	C	1	0	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.
3) Cabin Vertical Speed	C	1	0	0	(O) May be inoperative provided: a) Cabin pressure differential indicator is verified operative, and b) Automatic cabin pressure control is operative.
	C	1	0	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.

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21 AIR CONDITIONING							
5.	Cabin Aural Warning (Cabin Altitude)	C	1	0	0	0	(O) May be inoperative provided: a) CABIN warning light is verified operative, and b) Cabin altitude remains at or below 10,000 feet.
		C	1	0	0	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.
6.	CABIN Light/Aural Warning Test Circuit	C	1	0	0	0	(M)(O) May be inoperative provided operation of CABIN light and aural warning are verified operative.
7.	CABIN Warning Light						
	1) MF 900, 900B Only	C	1	0	0	0	(M)(O) May be inoperative provided: a) Aural warning feature is operative, b) Visual inspection before departure verifies that main entrance door is closed and latched, and forward toilet service door is closed, c) Cabin altitude remains at or below 10,000 feet, and d) Warning light is deactivated if it operates continuously.
	2) F900C Only	C	1	0	0	0	(M) May be inoperative provided: a) CABIN aural warning is verified operative, and b) Cabin altitude remains at or below 8,000 feet.
		C	1	0	0	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.

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21 AIR CONDITIONING						
8.	CABIN and CREW Air Conditioning Bleed Control Valves	C	2	1	(M) One may be inoperative closed provided: a) Remaining valve is verified operative, b) Airplane remains at or below FL 410, and c) Air supply interconnect remains open.	
		C	2	0	Both AUTO positions may be inoperative provided: a) OFF is selected for takeoff, b) ON is selected at the end of the second segment climb profile, c) Air flow/pressurization is monitored, and d) Cabin altitude light and audio are operative.	
9.	Environmental Control Unit (ECU)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.	
10.	Automatic Temperature Control System	C	2	1	(O) One may be inoperative provided the associated manual mode is verified operative. NOTE: If necessary, turn off associated air conditioning valve.	
		C	2	0	(O) May be inoperative in the automatic mode provided both manual modes are verified operative.	
11.	CABIN Temperature Remote Control Selector	C	1	0	May be inoperative provided the cockpit control for the cabin is operative.	
12.	Temperature Control Valve Position Indicators	C	2	0		
13.	Cabin Temperature Indicator	C	1	0		
14.	Gasper PRV Supply Valve	C	1	0	(O) May be inoperative provided EFIS fans are verified operative.	

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21 AIR CONDITIONING							
15.	Air Supply Conditioning Tie Control Lever	C	1	1	0		May be inoperative provided cabin and crew air conditioning bleed control valves are operative.
16.	Baggage Compartment Supply Valve	C	1	1	0		(M) May be inoperative closed.
17.	Baggage Compartment Isolating	C	1	1	0		(M) May be inoperative open provided the CREW air conditioning control valve is verified operative.
1)	MF900 and F900B	C	1	1	0		(M)(O) May be inoperative provided: a) Valve is secured in the closed position, b) BAG ACCESS light is out, c) Baggage compartment distribution valve is verified operative, d) Crew air conditioning valve is operative, e) Baggage compartment remains empty and is placarded "DO NOT OPEN IN FLIGHT", and f) AFM limitations are applied.
2)	F900C Only	C	1	1	0		(M)(O) May be inoperative in closed position (BAG ISOL light on) provided: a) Valve is secured in the closed position, b) MESSAGE caution light is operative, c) No BAG ACCESS message is displayed on the EID, d) Baggage compartment distribution valve is verified operative, e) Crew air conditioning valve is operative, f) Baggage compartment remains empty and is placarded "DO NOT OPEN IN FLIGHT", and g) AFM limitations are applied.

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21 AIR CONDITIONING							
18. EFIS Cooling Systems							
1)	MF900 and F900B	C	2	1	1		(M) One may be inoperative provided all EFIS components are properly cooled by the cold air supply system.
2)	F900C Only	C	5	4	4		(M) One may be inoperative provided the cold air supply system is verified to provide an adequate airflow to the EFIS.
19. Nose Cone Supply Valve							
		C	1	0	0		(M) May be inoperative OPEN.
		C	1	0	0		(M) May be inoperative CLOSED provided: a) NOSE CONE OVHT warning system is verified operative, and b) Nose cone blower is verified operative.
20. Nose Cone Blower							
		C	1	0	0		(M) May be inoperative provided: a) NOSE CONE OVHT warning system is verified operative, and b) Nose cone supply valve is verified operative.
21. Pilot Gaspers							
		C	2	0	0		May be inoperative provided at least one gasper outlet remains open.
22. Flood Duct Systems							
***		C	2	0	0		
23. ECU OVHT Caution Light							
		C	1	0	0		May be inoperative provided the ECU is considered inoperative.

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21 AIR CONDITIONING					
24. ECU Turbo Fan	A	1	0	(M)(O) May be inoperative provided: a) Air conditioning remains OFF on ground and in flight when IAS is below 310 knots, b) EFIS fans are verified operative, c) Air conditioning is switched ON in flight only when IAS is above 310 knots, d) Cabin and crew air conditioning bleed control valves are verified operative, and e) Repairs are made within 3 consecutive calendar-days.	
25. ECU A/I Switch Light (With Mod 1779 or SB F900-131)	C	1	0	(M) May be inoperative provided the emergency anti-ice electric valve is verified open.	
	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative.	

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22 AUTOFLIGHT					
1.	Autopilot System	B	-	0	Except where enroute operations require its use, may be inoperative provided approach minimums do not require its use.
		C	-	1	
	1) AP, FD, YD Functions	C	2	0	NOTE: Any mode which is operative may be used.
	2) Mach Trim Function	C	2	1	
		C	2	0	May be inoperative provided speed remains at or below M .80.
2.	Autopilot Disengage Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		B	2	0	May be inoperative provided autopilot is not used.
3.	Autopilot Control Panel	B	1	0	Except where enroute operations require its use, may be inoperative provided speed remains at or below M .80.
4.	Advisory Display Units (ID-802) (Except F900C)	C	-	1	
5.	Manual AP Computer Transfer Functions	C	-	0	(O) May be inoperative provided the green CPL arrows are in view in both EADIs.

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			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTOFLIGHT					
6.	Autopilot Disconnect Light				
	1) MF900 and F900B	C	1	0	(O) May be inoperative provided: a) ID-802 ADU is operative, b) AP disconnect is indicated by a AP DISENGAGED amber flashing message, and c) Warning light is deactivated if it operates continuously.
	2) Warning Label (PFD) (900C Only)	C	1	0	(O) May be inoperative provided Master Warning and AUTOPILOT aural warning are verified operative.
7.	MISTRIM Light	C	1	0	(O) May be inoperative provided the ID-802 ADU is operative.
8.	Yaw Damper	C	1	0	
9.	Go-Around Buttons	C	2	1	Copilot's button may be inoperative
		C	2	0	May be inoperative provided autopilot or flight director is not used below 1,500 feet AGL.
10.	Integrated Avionics Computer (IAC) (F900C Only)	A	3	2	(O) No. 1 IAC may be inoperative provided repairs are made within 3 consecutive calendar-days.
11.	Pitch Servomotor	B	1	0	May be inoperative provided autopilot is considered inoperative.
12.	Roll Servomotor	B	1	0	May be inoperative provided autopilot is considered inoperative.

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23 COMMUNICATIONS					
1.	Communication Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 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.
	1) VHF Comm Control Panels				
	a) Frequency Transfer Light	C	-	0	
	b) Frequency Transfer Switch	C	-	0	
	c) Frequency Transfer Knob	C	-	2	
	d) Frequency Indication	C	-	2	
2.	Passenger Address System (PA)				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) is operative. NOTE: Any station function(s) that is operative may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that is operative may be used.
(Continued)					

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23 COMMUNICATIONS						
2.	Passenger Address System (PA)					
	1) Passenger Configuration (Cont'd)					
	a) Lavatory Speakers	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	2) Cargo Configuration	C	1	0		(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.
	a) Lavatory Speakers	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.
3.	Flight Deck Speaker Systems	C	2	0		May be inoperative provided:
						a) Procedures do not require their use, and
						b) Headsets are installed and are operative.
4.	Microphones	C	-	2		May be inoperative provided one microphone is operative at each pilot's station.
5.	Cockpit Voice Recorder System (CVR)					
	1) With FDR Installed	A	1	0		May be inoperative provided:
						a) Flight Data Recorder (FDR) is operative, and
						b) Repairs are made within 3 flight days.
	2) Without FDR Installed	A	1	0		May be inoperative provided repairs are made within 3 flight days.
(Continued)						

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23 COMMUNICATIONS							
5.	Cockpit Voice Recorder System (CVR) (Cont'd)						
	3) For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
6.	Selective Call System (SELCAL)	C	-	0	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	0	May be inoperative provided procedures do not require its use.	
	1) Channels	C	-	0	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	0	May be inoperative provided procedures do not require its use.	
7.	Static Dischargers	C	17	15	15	Two may be damaged or missing provided they are not located in the same area.	
8.	Automatic Cabin Briefer	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	0	May be inoperative provided procedures do not require its use.	
9.	Avionics Master Switches	C	2	1	1	(M) Pilot's side may be inoperative provided it has failed in the "ON" position only.	
10.	FMS Master Switch (Except F900C)	C	-	-	1		

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23 COMMUNICATIONS							
11.	Flight Deck Headsets Earphones/Headphones and Boom Microphones						
	1) Headset Boom Microphones	A	-	0			May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within 3 flight days.
		D	-	-			Any in excess of those required by 14 CFR may be inoperative.
	2) Headset Earphones/Headphones	C	-	1			May be inoperative provided associated flight deck speaker is operative.
		D	-	-			Any in excess of those required by 14 CFR may be inoperative.
	3) Active Noise Cancelling/Reduction Function	D	-	0			May be inoperative provided normal audio function of headset is operative.
12.	Audio Selector Panels	D	-	-			Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
13.	Headsets	C	2	1			One pilot's headset may be inoperative provided cockpit speakers are operative.
14.	Airborne Flight Information System (AFIS) (VHF SAT)	C	1	0			(O) May be inoperative provided alternate procedures are established and used.
***		D	-	0			May be inoperative provided procedures do not require its use.
15.	SATCOM	C	-	0			(O) May be inoperative provided alternate procedures are established and used.
***		D	-	0			May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS					
16. ACARS ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
17. Radio Tuning Unit (RTU)	C	2	1	(O) One may be inoperative provided: a) FMS is equipped to allow tuning of radios, and b) Radio tuning function of the FMS is operative.	
18. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	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 d) Alternate procedures are established and used.	

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23 COMMUNICATIONS						
19.	Crewmember Interphone System(s)					
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-		(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions are operative on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.
	b) Flight Deck to Ground Function	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
		D	-	0		May be inoperative provided procedures do not require its use.
20.	FANS 1/A+ Function	D	-	0		May be inoperative provided operations do not require its use.

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			3.	NUMBER REQUIRED FOR DISPATCH	
24 ELECTRICAL POWER					
1.	Battery Blower	C	1	0	May be inoperative provided HOT BAT warning system is verified operative.
2.	BAT 1 and BAT 2 Caution Lights	B	2	1	(O) One may be inoperative provided: a) Voltage and charging current of each battery are verified operative before each takeoff, b) Voltmeter and ammeter of the associated DC generating system and battery overheat sensing system are closely monitored during flight, and c) It is verified that the associated battery is tied to the bus.
3.	Battery Temperature Indicating Systems (Digital or Analog)				
1)	TEMP Indication	C	2	1	One may be inoperative provided associated battery warning lights are verified operative.
2)	Warm (Amber) and Red Hot Light (2 Light System)	C	2	1	One may be inoperative provided both temperature indicators are verified operative.
3)	Warm (Amber) and Red Hot Light (4 Light System)	C	4	3	One may be inoperative provided both temperature indicators are verified operative.
4.	GEN Caution Lights	C	3	2	(O) One may be inoperative provided: a) Voltmeter and ammeter of the associated DC generating system are operative, b) Engine start is manually discontinued at 50% N2, and c) Generator output current is closely monitored during flight.
5.	DC Voltmeters	C	2	1	One may be inoperative provided: a) Ammeter of the associated generating system is verified operative, and b) Bus TIED and generator caution lights are operative.

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24 ELECTRICAL POWER						
6. Generators	B	3	2		(O) Either GEN 1 or GEN 3 may be inoperative provided: a) Bus tie system is verified operative, and b) AFM load shedding procedures are considered.	
7. BUS TIED Caution Light	C	1	0		(O) May be inoperative provided the bus tie circuit and voltmeters are verified operative.	
8. AUX Battery System	D	1	0			
9. Load Shed Override Function *** (M3468)	D	1	0		(M) May be inoperative provided: a) Optional Galley Loads are not used, and b) Associated Galley circuit breakers (blue ring) are pulled and collared.	

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25 EQUIPMENT/ FURNISHINGS							
1. Pilot's Seat							
1) Vertical Adjustment	C	2	0	0	(M)(O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, b) Fore-aft adjustment is operative, and c) Associated circuit breakers are pulled and collared.		
2) Armrests	C	4	0	0	May be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the affected crewmember.		
3) Recline Adjustment	C	2	0	0	(M)(O) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore and Aft on its track.		
4) Headrests	C	2	0	0	(O) Headrest fairing may be damaged provided: a) Headrest structure is verified adequate, and b) It is acceptable to the affected crewmember.		

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25 EQUIPMENT/ FURNISHINGS						
2.	Passenger Seats	D	-	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
***	1) Recline Mechanism	D	-	-	-	<p>(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.</p>
		D	-	-	-	<p>May be inoperative and seat occupied provided seat back is immovable in full upright position.</p>
	2) Under Seat Baggage Restraining Bars	C	-	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
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25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seats (Cont'd)				
3) Armrest				
	a) Armrest with Recline Mechanism	D - -		(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
	b) Armrest without Recline Mechanism	D - -		May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
4) Seat Belt Air Bag Restraint Systems				
	a) Seat Belt Air Bags Required by 14 CFR	D - -		May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".
	b) Seat Belt Air Bags Not Required by 14 CFR	D - -		May be inoperative or disconnected provided seat belt operates normally.
***	5) Electrical/Electronic Systems Components	C - -		(M) May be inoperative and seat occupied provided associated component(s) is deactivated.

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25 EQUIPMENT/ FURNISHINGS					
2. Passenger Seats (Cont'd)					
	6) Swivel Mechanism	C	-	-	May be inoperative and seat occupied provided: <ul style="list-style-type: none"> a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat is locked in the takeoff position for takeoff and landing. NOTE 1: A seat with an inoperative safety belt is considered inoperative. NOTE 2: The affected seat(s) may include the seat behind and its adjacent outboard seat(s). NOTE 3: Inoperative seat(s) do not affect the required number of flight attendants.
	7) Headrests	D	-	-	May be inoperative provided associated passenger seat is in takeoff position.
3. Passenger Convenience/NEF Items					
*** Non-Essential Equipment and Furnishings (NEF)			-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

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25 EQUIPMENT/ FURNISHINGS						
4. ***	Air Phone	D	-	0		
5.	Forward Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days.	
					NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.	
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	
					NOTE 3: When not occupied, the observer seat must be stowed so as to not impede egress from the cockpit.	
1)	For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate.	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	

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25 EQUIPMENT/ FURNISHINGS						
6.	Emergency Locator Transmitter (ELT)					
	1) Survival Type ELTs	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
	2) Fixed ELTs	A	-	0		(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive days.
		A	-	0		May be missing provided repairs are made within 90 consecutive days.
		D	-	-		(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
7.	Lavatory Door Ashtrays					
	1) Airplanes with More Than One Lavatory Door Ashtray Installed	A	-	-		One may be missing provided it is replaced within 10 consecutive calendar-days.
	2) Airplanes with Only One Lavatory Door Ashtray Installed	A	1	0		May be missing provided it is replaced within 3 consecutive calendar-days.
8.	Security Systems	D	1	0		

9.	Cockpit Smoke Vision System (CSVS) (STC # SA00892LA)	D	-	0		May be inoperative or missing.

10.	Aircraft Ladders	C	3	0		(M) May be inoperative or removed.

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25 EQUIPMENT/ FURNISHINGS					
11.	Exterior Baggage Door	C	1	0	(M) May be inoperative provided Door is verified closed and secure prior to each departure.
12.	Baggage Compartment Shelves				
	1) Shelf Stowage Straps	D	2	0	May be inoperative or removed provided the shelves remain in the down position.
	2) Shelf Support Straps	D	4	0	May be inoperative or removed provided the shelves remains in the stowed (up) position and are not used.
13.	Overwater Equipment (Flotation Devices/Rafts)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
14.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
15.	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
16.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
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25 EQUIPMENT/ FURNISHINGS						
16.	Emergency Medical Kit (EMK) and/or Associated Equipment (Cont'd)	D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
17.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-		(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
18.	Galley-to-Cabin Sliding Door ("Pocket" Door)	D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
***	Galley-to-Cabin Sliding Door ("Pocket" Door)	D	1	0		(M) May be inoperative provided the door is secured in open position using an acceptable means.

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26 FIRE PROTECTION						
1.	APU Fire Warning System	D	1	0	(M) May be inoperative provided APU is considered inoperative.	
2.	APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) Fire extinguisher pressure is verified adequate.	
		C	1	0	May be inoperative provided: a) APU is not used, and b) Baggage compartment remains empty.	
3.	Baggage Compartment					
	1) Smoke Detector	C	1	0	May be inoperative provided: a) No supplemental electronic equipment or avionic are installed, and b) Only non-combustible materials are carried.	
	2) Fire Extinguisher System	C	1	0	May be inoperative provided: a) Baggage compartment remains empty, and b) Fire extinguisher pressure is verified adequate.	
		C	1	0	May be inoperative provided: a) Baggage compartment remains empty, and b) APU is not used.	
4.	Lavatory Smoke Detection System	D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

5.	Hand Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR 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 cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
27 FLIGHT CONTROLS					
1.	Aileron Trim Control System	C	1	0	(M)(O) May be inoperative provided: a) Roll Trim is verified in neutral position, b) Aileron emergency operation is verified operative before each flight, c) Rudder trim system is verified operative, d) TRIM AILERON circuit breaker is pulled and collared, e) Fuel quantity indicators are operative, and f) Fuel imbalance between Number 1 and Number 3 Tank systems is limited to 500 lbs. or less.
2.	AILERON Trim Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Aileron trim control system is verified operative, b) Roll Trim is verified in neutral position, and c) Aileron control surfaces are verified to be in the same position.
3.	Arthur Q Units				
	1) Aileron	C	1	0	(M)(O) May be inoperative provided: a) Roll control forces are verified to be in low speed configuration before each departure, b) AIL FEEL circuit breaker is pulled and collared, and c) AFM limitations are observed.
	2) Elevator	B	1	0	(M)(O) May be inoperative provided: a) PITCH FEEL circuit breaker is pulled and collared, b) Arthur Bellcrank low speed position is verified prior to each departure, c) Airspeed does not exceed 220 KIAS/.74 Mach, and d) AFM limitations are observed.

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27 FLIGHT CONTROLS						
4.	Rudder Trim Position Indicator	C	1	0	(O) May be inoperative provided: a) Rudder trim control system is verified operative, and b) Rudder is visually verified to be in the neutral position with yaw damper off before departure.	
5.	Horizontal Stabilizer Position Indicator	C	1	0	(O) May be inoperative provided: a) Horizontal stabilizer system is operative, b) Stabilizer is visually verified and set between the two takeoff reference marks, and c) T/O CONFIG warning system is verified operative.	
7.	PITCH FEEL Caution Light	B	1	0	(M)(O) May be inoperative provided: a) Arthur Bellcrank low speed position is verified before each departure, b) Airspeed does not exceed 220 KIAS/.74 Mach, and c) AFM limitations are observed.	
8.	Stabilizer Trim Audio Warning	B	1	0	(O) May be inoperative provided: a) Horizontal Stabilizer trim is operative, b) T/O CONFIG warning system is verified operative, c) Horizontal Stabilizer position indicator is operative, and d) Autopilot is not used.	
9.	Slat/Flap Configuration Panel					
	1) Green Light	B	1	0	(O) May be inoperative provided: a) Position of the slats and the slat control are verified in agreement before each departure. b) T/O CONFIG warning system is verified operative, c) Wing anti-ice lights are operative, and d) Red (In Transit) Light is operative.	
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27 FLIGHT CONTROLS					
9.	Slat/Flap Configuration Panel (Cont'd)				
	2) Red Light	C	1	0	(O) May be inoperative provided speed remains at or below 200 KIAS.
10.	STALL Test	A	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Emergency slats control is verified operative before each departure, b) An airspeed greater than 1.3 Vs is maintained whenever the slats are retracted, c) Slats are extended with the normal control at speeds below 200 KIAS, d) Slat configuration panel is operative, e) AUTO SLATS caution light is operative, and f) Repairs are made within 2 consecutive calendar-days.
11.	AUTO SLATS Caution Light	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Airspeed does not exceed 270 KIAS, b) Slats are extended with normal control at speeds below 200 KIAS, and c) Slat configuration panel is verified operative.
12.	T/O CONFIG Warning Light	C	1	0	(O) May be inoperative provided aural warning is verified operative.
13.	FLAP ASYM Caution Light	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flap asymmetry protection system is verified operative, and b) Flap symmetry is verified before each departure.

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27 FLIGHT CONTROLS					
14. AIRBRAKE Amber Light	B	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Airbrakes are verified operative, b) Airbrakes are visually verified in the retracted position for each departure, c) STALL tests are verified operative, and d) T/O CONFIG warning system (light and aural) is verified operative.
15. Rudder Pedal Adjustments	C	2	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Adjustments can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits normal full flight control movement.
16. AIL FEEL Caution Light	C	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Roll control forces are verified to be in the low speed configuration before each departure, and b) AFM limitations are observed.
17. AIL ZERO Caution Light	B	1	0	(O) May be inoperative provided it is verified before each departure that left and right ailerons are in same position when aileron trim is set to zero.	

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28 FUEL							
1.	LEVEL Lights (Except F900C)	C	3	0	(O) May be inoperative provided: a) Fuel quantity indicating system is operative, and b) LO FUEL caution lights are verified operative.		
2.	LO FUEL Caution Lights						
	1) F900C Only	B	3	2	(O) One may be inoperative provided: a) Fuel quantity indicating system is operative, and b) LVL Messages on EID is verified operative.		
	2) MF900 and F900B	B	3	2	(O) May be inoperative provided: a) Fuel quantity indicating system is operative, and b) LEVEL Lights are verified operative.		
3. ***	Fuel Temperature Indication	C	1	0	May be inoperative provided: a) Boost pumps, transfer systems, and engine crossfeed are verified operative, and b) Operations are conducted at a TAT no colder than 13 degrees below the fuel freeze point.		
4.	Pressure Fueling System	C	1	0	May be inoperative OFF provided cockpit FUELING caution light is verified operative and extinguished.		
	1) Vent Valves	C	2	0	(M) May be inoperative provided: a) Affected vent valve(s) is (are) manually opened prior to refueling and manually closed after refueling, b) If STOP FUELING red indicator light remains lighted after opening of the vent valves, gravity refueling is used, and c) Cockpit FUELING caution light is operative and extinguishes after closing sequence.		

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28 FUEL							
5.	Booster Pumps						
1)	Side Engine Booster Pump	C	2	1	(M)(O)	One may be inoperative provided:	
					a)	Both center engine booster pumps are operative,	
					b)	Associated C/B is pulled and collared,	
					c)	Crossfeed system is used at engine start,	
					d)	Wing tank pressurization is verified with engines running (pressure gauge in rear compartment),	
					e)	Crossfeed system is selected on above 1,500 feet AGL,	
					f)	Procedures to correct fuel imbalance are applied, and	
					g)	Operations are limited to 17,000 feet MSL if JP4 or Jet B fuel is utilized, or FL 310 if Jet A or Jet 1A fuel is used.	
2)	Center Engine	C	2	1	(M)(O)	One may be inoperative provided:	
					a)	Both side engine booster pumps are operative,	
					b)	Associated C/B is pulled and collared,	
					c)	Fuel tank pressurization is verified with engines running,	
					d)	Associated fuel quantity indicator is operative,	
					e)	Procedures to correct fuel imbalance are applied, and	
					f)	Operations are limited to 17,000 feet MSL if JP4 or Jet B fuel is utilized, or FL 310 if Jet A or Jet 1A fuel is used.	
6.	Wing Interconnection System (XTK 1-3)	C	1	0	(M)	May be inoperative provided:	
					a)	Fuel X-feed system is operative, and	
					b)	Valve is verified closed.	

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28 FUEL					
7.	Fuel Quantity Indicators (Except F900C)	C	3	2	(M)(O) One indicator may be inoperative provided: a) Fuel quantity is determined by other acceptable means, b) Associated fuel level indicator (1,000 lbs.) light and LO fuel (250 lbs.) caution light are verified operative, and c) All other fuel components are operative.
8. ***	Gross Weight Counter System	C	1	0	
9. ***	Front-To-Rear Tank Fuel Transfer System (XTK2) (Except F900C)				
	1) Automatic System	C	1	0	(M) May be inoperative provided the OPEN/CLOSED electrical control is verified operative.
		C	1	0	(M)(O) May be inoperative provided: a) Transfer valve XTK-2 is secured in open position, b) Fuel moment charts for aircraft without transfer valve XTK-2 is used for weight and balance computation, c) "XTK-2 OPEN" and "XTK-2 CLOSED" caution lights are disregarded, and d) Front fuel tank continuous consumption is monitored during flight.
	2) OPEN/CLOSED Electrical Control System	C	1	0	(M) May be inoperative provided manual control in the cabin is verified operative.
	3) XTK2 OPEN and XTK2 CLOSED Caution Lights	C	2	0	May be inoperative provided fuel transfer from front to rear tank is monitored on fuel quantity indicators.
10.	LVL Message (F900C Only)	C	3	0	(M) May be inoperative provided: a) Fuel quantity indicating system is operative, and b) LO FUEL caution lights are verified operative.

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28 FUEL					
11.	Number 1 and Number 3 Tank Quantity Indicating System (EID) (F900C Only)	C	2	1	(M)(O) Indicating system for either Number 1 or Number 3 Tank may be inoperative provided: a) Fuel quantity is determined by other acceptable means, b) Fuel flow/fuel used indicators are operative, c) LVL message on EID is verified operative, d) LO FUEL caution lights are verified operative, and e) Partial fueling selector is not used.
12.	FUELING Caution Light	C	1	0	(M) May be inoperative provided it is verified: a) Both fueling panel access doors are closed, b) Fuel tanks pressurization is verified with engines running, c) Defueling valve is closed, and d) The DEFUELING switch remains OFF.
13.	XBP 1-3 System	C	1	0	(M)(O) May be inoperative closed provided: a) Both side engine boost pumps are operative, b) 1-2 and 2-3 crossfeed systems are verified operative, c) Fuel tank pressurization is verified with engines running, and d) Fuel quantity indications are operative.
14.	XBP 1-2 and 2-3 Valves	C	2	1	(M)(O) One may be inoperative closed provided: a) Both center boost pumps are operative, b) Remaining crossfeed system is operative, c) Fuel tank pressurization is verified with engine running, and d) Procedure to correct fuel imbalance is applied.

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29 HYDRAULIC POWER					
1.	HYDR#.. PUMP.. Caution Lights (Except F900C)	C	3	2	(O) One may be inoperative provided: a) Associated hydraulic pressure indicator is verified operative, b) Engine to be started first is the one whose PUMP light is inoperative, so as to check the amount of pressure delivered by the pump, and c) Standby hydraulic pump is verified operative before engine start.
2.	HYDR#.. PUMP.. Caution Lights (F900C Only)	C	3	2	(O) One may be inoperative provided: a) Associated hydraulic system pressure indicator is verified operative and is monitored during flight, and b) Standby hydraulic pump is verified operative before engine start.
3.	Hydraulic Pressure Indicators (System 1 or 2) (Except F900C)	C	2	1	(O) One may be inoperative provided: a) All PUMP caution lights of associated system are verified operative, and b) Standby hydraulic pump is verified operative before each takeoff.
4.	Hydraulic Reservoir 1 or 2 Fluid Quantity Indicators	C	2	0	(M) May be inoperative provided fluid quantity is visually verified to be adequate before each takeoff.
5.	STBY PUMP Caution Light	C	1	0	(M)(O) May be inoperative provided: a) Standby hydraulic pump is verified operative before engine start, and b) Selector handle is secured in position 2.
6.	No 1 System Accumulator	C	1	0	
7.	Accumulator Pressure Indicators	C	4	0	(M) May be inoperative provided an alternate procedure to verify accumulator pressure is established and used.

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29 HYDRAULIC POWER							
8.	#1 System Hydraulic Pressure Indicator (F900C Only)	C	1	0	(M) May be inoperative provided HYDR #1 PUMP 1 and HYDR #1 PUMP 3 caution lights are verified operative.		
9.	#2 System Hydraulic Pressure Indicator (F900C Only)	C	1	0	(M)(O) May be inoperative provided: a) HYDR #2 PUMP 2 caution light is verified operative, and b) Standby hydraulic pump is verified operative before engine start.		

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30 ICE AND RAIN PROTECTION					
1.	Wing Anti-Ice System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Wing anti-ice valve is verified in the closed position.
2.	Engines and S-Duct Anti-Icing Systems	B	3	2	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Inoperative system is deactivated off.
3.	Windshield Heating Systems	C	2	1	(O) One may be inoperative provided: a) Windshield Defogging System is operative, and b) Airplane is not operated in known or forecast icing conditions.
4.	Side and Rear Flight Deck Windows Heating System	C	1	0	
5.	Windshield Wipers	C	2	0	May be inoperative or missing provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
		B	2	1	(M) One may be inoperative in non-rest position provided: a) Airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing, b) Pilot flying is on the non-affected side, c) Airplane is operated with a maximum speed of 215 knots, and d) Associated breaker is pulled and collared.
6.	Pitot Heating System (Pilot and Copilot)	B	2	1	One may be inoperative provided flight is not conducted in Instrument Meteorological Conditions (IMC), visible moisture, icing conditions, or at night.

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			2.	3. NUMBER REQUIRED FOR DISPATCH	
30 ICE AND RAIN PROTECTION					
7.	Static Port Heating Systems	C	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.
8.	Angle of Attack Sensor Heating Systems	C	2	1	(M) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Sensor asymmetry warning system (AUTOSLATS caution light) is verified operative.
9.	Pitot/Angle of Attack Systems Heat Indicator Lights (L. PITOT, R. PITOT, STBY PITOT, L. AOA, or R. AOA) (Except F900C)	B	5	4	(O) One may be inoperative provided: a) Associated heater element is verified operative, and b) Airplane is not operated in known or forecast icing conditions.
10.	TAT Probe Heating System	B	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.
11.	XFR Caution (Windshield)	C	1	0	(M) May be inoperative provided the temperature controller, controller transfer system, and heating networks are verified operative.
12.	ANTI-ICE Caution Light (F900C Only)	C	1	0	(O) May be inoperative provided anti-ice overhead panel amber lights are operative and are monitored during flight.
13.	PROBE HEATING Caution Light (F900C Only)	B	1	0	(M)(O) May be inoperative provided: a) All heaters are verified operative for each departure, and b) Airplane is not operated in known or forecast icing conditions.
14.	Windshield DE-FOG System	C	2	0	May be inoperative provided windshield heating systems are operative.

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30 ICE AND RAIN PROTECTION						
15. Brake Heating System *** (With SB F-900-32)	C	1	1	0	(M) May be inoperative provided: a) Brake Heating Valves are secured in closed position, and b) Brake Heating System (wing brake position) is not used.	
16. Ice Detection System *** (M3257)	C	1	1	0		

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			3.	NUMBER REQUIRED FOR DISPATCH	
31 INDICATING/RECORDING SYSTEMS					
1.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repairs was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 consecutive calendar-days.
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
3)	For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.

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31 INDICATING/RECORDING SYSTEMS					
2.	Clocks	C	-	1	One may be inoperative at either the pilot's or copilot's station.
3.	TAS Indication	C	2	0	
4.	Data Acquisition Units (DAU) (F900C Only)				
	1) Channels	A	4	3	(M)(O) One channel may be inoperative provided: a) Engine oil temperature indication is verified operative, and b) Repairs are made within 3 consecutive calendar-days.
5.	SAT TAT Indication	C	2	1	
6. ***	Quick Access Recorder (QAR) (M3352)		1	0	May be inoperative provided the DFDR (item 31-1) is considered inoperative.
	1) MF900 and F900B	C	1	0	May be inoperative provided no Digital Flight Data Recorder (DFDR) System or Flight Data Acquisition Unit (FDAU) fault is reported on the Data Entry Control Panel (DECP).
	2) F900C Only	C	1	0	May be inoperative provided: a) No Digital Flight Data Recorder (DFDR), or Flight Data Acquisition Unit (FDAU) failure is displayed on the Data Entry Control Panel (DECP), and b) No DFDR fault is reported on the Engine Instrument Display (EID).

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32 LANDING GEAR						
1.	Landing Gear Selector Flashing Light	C	1	0	0	(O) May be inoperative provided gear position indicators and warning voice are verified operative.
2.	System 2 "PARK BRAKE" Label (on EID) (F900C Only)	C	1	0	0	(O) May be inoperative provided the T/O CONFIG Warning system is verified operative.
3.	Antiskid System (Includes Annunciator Lights)					
	1) Dry Runways	C	1	0	0	(O) May be inoperative provided operations are conducted in accordance with the Performance Data of the AFM.
	2) Wet Runways (No Standing Water Present in Area of Takeoff Ground Roll, No Snow, No Icy Runway Conditions)	C	1	0	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are limited to utilization of PFCO or grooved runway, b) Thrust Reversers are operative, c) Acceptable Performance Data from an analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The cross wind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Data, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing conditions are conducted in accordance with available landing performance data in the AFM.

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32 LANDING GEAR						
4.	BRAKE ACCU Caution Light (F900C Only)	C	1	0		(M) May be inoperative provided the park brake accumulator pressure is verified adequate once each flight day.
5.	Landing Gear Retraction System	A	1	0		(M)(O) May be inoperative for three flights or 2 consecutive calendar-days, whichever occurs first, provided: <ul style="list-style-type: none"> a) Limitations, Procedures, and Performance are applied, b) No untimely steady green L/G information was reported before the L/G Retraction System failure, c) L/G control lever was not jammed in down position when the L/G Retraction System failure occurred, d) L/G information is verified operative with L/G downlocked, e) Main L/G doors are verified closed, and f) L/G control lever is secured in the down position.

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33 LIGHTS					
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>
2.	Passenger Cabin Normal Lighting System	C	-	-	<p>Individual lights may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Adjacent light is operative, and b) Inoperative lights do not exceed 50% of the total installed.
3.	Passenger Lighted Information Sign	C	-	-	<p>(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.</p>
4.	Aft Compartment Lighting System	C	1	0	
5.	Baggage Compartment Lighting System (Interior/Exterior)	C	1	0	

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33 LIGHTS								
6.	Landing Lights	C	2	1		1	One may be inoperative for night operations provided taxi light is operative.	
		C	2	0		0	May be inoperative for other than night operations.	
	1) Pulse Light System (Aircraft with S/N ≥ 165)	C	1	0		0		
7.	Taxi Light	C	1	0		0	May be inoperative for night operations provided both landing lights are operative.	
		C	1	0		0	May be inoperative for other than night operations.	
8.	Position Lights System							
		1) Without M2718 or SB F900-257	C	3	0		0	May be inoperative from sunrise to sunset.
		2) With M2718 or SB F900-257	C	5	3		3	May be inoperative provided at least one light is operative at each position.
		C	5	0		0	May be inoperative from sunrise to sunset.	
9.	Anti-Collision Lights	B	2	0		0	May be inoperative provided Strobe Light System is installed and is operative.	
10.	Wing Ice Detection Lights	C	2	0		0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	2	1		1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	

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33 LIGHTS					
11.	Exterior Emergency Lighting System	C	1	0	May be inoperative for other than night operations.
12.	Logo Light System ***	D	1	0	
13.	Strobe Light System	C	1	0	May be inoperative provided Anti-Collision Lights are installed and operative.
14.	Pulse Light System ***	D	1	0	

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			-				
34 NAVIGATION							
1.	Standby Pneumatic Altimeter (Except for Aircraft with Honeywell Primus Epic Control Display System for Retrofit)	C	-	1			
2.	Standby Attitude Indicator (Except for Aircraft with Honeywell Primus Epic Control Display System for Retrofit)	C	-	0			May be inoperative provided not required by 14 CFR.
		B	-	0			May be inoperative provided flight is not conducted in Instrument Meteorological Conditions (IMC) or at night.
*** 1)	Heading or VOR/ILS information on SAI	D	-	-			May be inoperative provided all corresponding normal systems are operative.
3.	Standby Magnetic Compass	B	1	0			(O) May be inoperative provided any combination of three gyro (or INS (IRU)) stabilized compass systems are operative.
		B	1	0			(O) May be inoperative provided: a) Any combination of two gyro stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the enroute flight phase.
		C	1	0			(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, are operative, and used in conjunction with approved free gyro navigation techniques.
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34 NAVIGATION					
3.	Standby Magnetic Compass (Cont'd)				
	1) Compass Lighting	B	1	0	May be inoperative provided Non-Stabilized Magnetic (Standby) Compass (item 34-3) is considered inoperative.
		C	1	0	May be inoperative for other than night operations.
4.	VMO/MMO Aural Warning	B	2	1	May be inoperative provided: a) Both Mach/airspeed indicators are operative, and b) VMO/MMO AFM limitations are observed.
5.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
		C	-	1	
	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture is operative.

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34 NAVIGATION					
6.	VHF Navigation System (VOR/ILS)	C	-	-	As required by 14 CFR.
7.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
8.	Weather Radar	C	-	-	As required by 14 CFR.
9.	Class A TAWS Equipment Required				
	1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	a) Modes 1 Thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
	c) Glideslope Deviation(s) (Mode 5)	C	-	1	
		B	-	0	
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
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34 NAVIGATION						
9.	Class A TAWS Equipment Required					
	1) GPWS (Cont'd)					
***	e) Windshear Mode (Reactive)	B	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1		
		B	-	0		
***	4) Runway Awareness and Advisory System (RAAS)	C	1	0		

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34 NAVIGATION								
10.	Class B TAWS Equipment Required							
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.			
a)	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.			
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.			
*** c)	Modes 2, 4, and 5	C	3	0				
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.			
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.			
e)	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					(Continued)			

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			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
10.	Class B TAWS Equipment Required (Cont'd)				
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	
*** 3)	Terrain Displays	C	-	0	
*** 4)	Runway Awareness and Advisory System (RAAS)	C	1	0	
11.	Class C TAWS Equipment Required				
*** a)	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates may be used.
12.	Radio Altimeter System	A	-	0	(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within 3 consecutive calendar-days.

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34 NAVIGATION						
13.	ATC Transponder and Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) 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 14 CFR may be inoperative.
*** 1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters	A	-	0		May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
*** 2)	ADS-B Squitter Transmissions	D	-	0		May be inoperative provided operations do not require its use
		C	-	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
14.	Radio Compass (ADF) System	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
15.	RMI's	C	2	1		

16.	Microwave Landing System (MLS)	C	-	-		As required by 14 CFR.
17.	Marker Beacon Receiver	C	-	-		May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION								
18. Flight Management System (FMS) (Including FMS 6.1)								
1)	Without Lasertrack Installed	C	-	1	(O) Except where enroute/terminal operations require its use, one may be inoperative.			
NOTE: FMS functionality may affect LPV and FANS 1/A operations on aircraft with STC ST01615WI-D, ST01408WI-D, or ST02969NY								
*** 2)	With Lasertrack Installed	C	-	0	(O) Except where enroute/terminal operations require its use, may be inoperative provided IRS is initialized by Lasertrack.			
NOTE: FMS functionality may affect LPV and FANS 1/A operations on aircraft with STC ST01615WI-D, ST01408WI-D, or ST02969NY.								
3)	Navigation Databases	C	-	0	(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 or Navigation Facilities used to define route of flight, and								
c) Approach Navigation Radios are manually tuned and identified.								
4)	Navigation Databases Data Loader	C	1	0	May be inoperative provided the time limits of the Navigation Databases are not exceeded.			
				1	0	May be inoperative provided the Navigation Databases (item 34-18.3) are considered out of currency.		
19.	Attitude and Heading System (IRS)	D	-	2	Any in excess of the two required to independently power the Captain's and First Officer's system may be inoperative.			

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34 NAVIGATION					
20.	EADI Annunciators/Displays (Except F900C and Aircraft with Honeywell Primus Epic Control Display System for Retrofit)				
1)	Fast/Slow Indications	C	2	0	(M) May be inoperative provided indications are removed by an acceptable procedure.
2)	Flight Director	C	2	0	May be inoperative provided approach minimums do not require their use.
3)	Excess Deviation	C	2	0	May be inoperative provided approach minimums do not require their use.
4)	Marker Beacon Indications	C	2	-	May be inoperative provided approach minimums do not require their use.
5)	COMPOS Mode	C	2	1	
6)	Airspeed Indications (Digital Only)	B	2	0	(M) May be inoperative provided: a) Airspeed information is removed from affected display, and b) There is an operational analog airspeed indicator on the failed side.
7)	Speed Trend	C	2	0	(M) May be inoperative provided trend information is removed from display.
8)	Mach Indication	C	2	1	(M) May be inoperative provided Mach information is removed from affected display.
9)	Accel/Decel Indication	C	2	0	(M) May be inoperative provided information is removed from affected display.
10)	DH Indication	C	2	0	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION					
21. EHSI					
	Annunciations/Display (Except F900C and Aircraft with Honeywell Primus Epic Control Display System for Retrofit)				
1) Selected Heading	C	2	1		
2) Selected Course	C	2	1		(O) May be inoperative provided navigation procedures do not require its use.
3) Bearing Pointers	C	4	0		May be inoperative provided associated RMI(s) is operative.
4) DME Display	C	2	0		As required by 14 CFR.
5) Groundspeed/ Time To Go	C	2	0		
6) ARC Mode	C	2	0		NOTE: Weather radar requirements must be considered if both ARC modes are inoperative.
7) Elapsed Time	C	2	0		
8) Wind Speed Vector	C	2	0		
9) True Air Speed (TAS)	C	2	0		
22. Symbol Generators	C	-	2		One may be inoperative provided each pilot's EFIS is driven by an independent symbol generator unit which is operative.
23. Multifunction/Radar Display (MFD) (Except F900C)	C	1	-		(O) May be inoperative provided: a) Procedures do not require its use, and b) When required, at least one radar display is operative.

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34 NAVIGATION					
24.	IRS NO AIR Caution Light	C	-	-	(M) May be inoperative provided: a) Filter is checked for cleanliness, and b) Cooling fan is operative.
		C	-	-	May be inoperative provided IRS is considered inoperative.
25.	Instrument Comparator System	C	-	0	May be inoperative provided approach minimums do not require its use.
26.	Navigation Data Bank *** (NDB)	C	-	0	(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.
27.	Storm Scope/Lightning *** Sensor	C	-	0	
28.	Wind Shear Detection System	C	-	0	
29.	NAV/COM Preselect Tuning Functions	C	-	-	May be inoperative provided direct tuning mode is installed and is operative for each associated unit.
30.	NAV/COM/ADF/ Transponder Memory Channels	C	-	0	May be inoperative provided manual tuning is operative.

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34 NAVIGATION						
31. NAV/COM/ADF/ Transponder Digital Frequency Selector/LCD/LED Display Units	C	-	-	-	-	One or either pilot's side may be inoperative provided: a) Manual remote tune or dual FMS/CDU capability is operative, and b) All digital Frequency Selector/LCD/LED display units on opposite pilot side are operative.
32. IRS (Compass) Transfer System	C	-	-	0	0	May be inoperative provided the compass information remains in the normal (onside) selection.
33. Radar Auto Standby	C	1	-	0	0	
34. Traffic Alert and Collision Avoidance System						
1) TCAS I	B	-	-	0	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	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
(Continued)						

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3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
34 NAVIGATION					
34. Traffic Alert and Collision Avoidance System (Cont'd)					
2) 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) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
*** a) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.	
b) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) visual display and audio functions are operative b) TA Only Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
c) Traffic Alert (TA) 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.	
d) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS. (Continued)	

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34 NAVIGATION						
34.	Traffic Alert and Collision Avoidance System (Cont'd)					
	2) TCAS II (Cont'd)					
	e) Airspace Selection Function	C	-	0		
35.	Standby Airspeed Indicator (Pneumatic) (Except for aircraft with Primus Epic Control Display System for Retrofit)	C	-	1		
36.	Vertical Speed Indicators	B	2	1	May be inoperative provided flight is not conducted in Instrument Meteorological Conditions (IMC) or at night.	
37.	Traffic Collision Avoidance Device (TCAD)	C	-	0	(M) May be inoperative provided system is deactivated.	
38.	Long Range Navigation Systems (IRS, GPS, LORAN, Lasertrack, Etc.)	C	-	0	Except where enroute operations require its use, may be inoperative.	
39.	Turn and Bank Indicators					
***	1) Rate or Turn Indicators	C	2	1		
		C	2	0	May be inoperative provided Standby Horizon indicator is operative.	
40.	Display Controller Panels (DCP) (F900C Only)	A	2	1	(M) Copilot position may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, and b) Repairs are made within 3 consecutive calendar-days.	

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34 NAVIGATION					
41.	Reversion Switch Panels (RSP) (F900C Only)	B	2	1	(O) One may be inoperative provided: a) Both Display Controller Panels (DSP) are operative, and b) No reversion is selected.
42	Fault Warning Computer (F900C Only)	B	2	1	
43.	Analog Airspeed *** Indicators	B	2	0	May be inoperative provided digital airspeed indicator on affected side is operative.
44.	Low Speed Cue (AOA) (F900C Only)	B	2	1	(O) One may be inoperative provided stall warning system is verified operative before each departure.
45.	Copilot Emergency Power *** and Standby Instrument System				
1)	Air Speed Indicator	C	1	0	May be inoperative provided Captain's standby airspeed is operative.
2)	Altimeter	C	1	0	May be inoperative provided Captain's standby altimeter is operative.

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34 NAVIGATION					
46. Electronic Flight *** Instrument System (EFIS) Displays (F900C Only)	A	5	4		<p>(M)(O) Copilot's ND #2 may be inoperative provided:</p> <ul style="list-style-type: none"> a) Reversion Switch Panels (RSP) are verified operative, b) Display Controller Panels (DCP) are operative, c) Symbol Generators (SG) are operative, d) Standby instrument(s) is (are) operative, and e) Repairs are made within 3 consecutive calendar-days. <p>NOTE 1: In case of a second ND failure in flight, TCAS and EGPWS situation awareness are not available.</p> <p>NOTE 2: In case of a second ND failure or an EID failure in flight, FMS ND flight plan depictions are not available; FMS flight plan legs displayed on FMS CDUs remains functional including FD/AP coupling.</p> <p>NOTE 3: On aircraft with STC ST03371NY, the failure of the ND#2 may affect the ability to display Electronic Charts and Maps.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
47. Honeywell Primus Epic Control Display System for Retrofit						
1)	Multifunction Display Controller	A	2	1	1	(M) One position may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, and b) Repairs are made within 3 consecutive calendar-days.
2)	Reversion Switch Panels (RSP)	B	2	1	1	(O) One may be inoperative provided: a) Both Display Controller Panels (DSP) are operative, and b) No reversion is selected.
3)	Remote Instrument Controller	A	2	1	1	One Remote Instrument Controller may be inoperative provided the Altitude Alerter/Preselector System (item 34-5) is operative.
4)	Display Units (DUs)	A	4	3	3	(M)(O) One Inboard DU may be inoperative provided: a) Reversion Switch Panels (RSP) are verified operative, b) Display Controller Panels (DCP) are operative, c) Symbol Generators (SG) are operative, d) Standby instruments are operative, e) Multifunction display controllers are operative, and f) Repairs are made within 3 consecutive calendar-days.
NOTE: In case of a second ND failure in flight, TCAS traffic information is not available.						
48.	Jeppesen Electronic *** Terminal Charts (Only on Aircraft with STC ST01408WI-D or ST03371NY)	D	1	1	0	(O) May be inoperative provided alternate procedures are established and used.

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34 NAVIGATION							
49. GPS (on Aircraft with *** STC ST02970NY, ST01408WI-D, ST01615WI-D, or ST02967NY)	C	2	2	0			(O) May be inoperative provided operations do not require its use.
							NOTE: ADS-B Out function will not be available when both GPS are inoperative on aircraft with STC ST02972NY or ST02973NY.
50. Cursor Control Display *** (CCD) (Only on Aircraft with STC ST03371NY)	A	2	2	1			Copilot position may be inoperative provided:
							a) Reversion Switch Panels (RSP) are operative, and
							b) Repairs are made within 3 flight days.
							NOTE: If bezel buttons are used, displays will revert back to legacy mode on aircraft with ST03371NY.
51. Incidence Meter *** (M0051)	D	1	1	0			(M) May be inoperative provided associated circuit breakers are pulled and collared.

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35 OXYGEN							
1.	Passenger Oxygen System	C	1	-			(M) Automatic presentation system may be inoperative provided: a) Manual deployment is verified operative, and b) Flight is conducted at or below FL 250.
		C	1	-			(M)(O) One or more passenger service units may be inoperative without flight altitude restrictions provided: a) Associated seats are placarded and blocked to prevent occupancy, and b) Units are operative at all usable lavatory and flight attendant locations.
		C	1	0			(O) May be inoperative provided flight altitude remains at or below 10,000 feet.
	1) Cargo Only Configuration	D	1	0			
2.	First Aid Oxygen	C	-	-			As required by 14 CFR.
3.	Portable Oxygen System	D	-	-			Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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			3.	NUMBER REQUIRED FOR DISPATCH	
36 PNEUMATIC					
1.	HP1, Bleed Valve	C	1	0	(M)(O) May be inoperative closed provided: a) PRV2 and PRV3 Valves are operative, b) Airplane is not operated in known or forecast icing conditions, and c) Related bleed air valve is secured in closed position.
2.	Pressure Regulating Valves (PRV2 or PRV3)	C	2	1	(M)(O) One may be inoperative closed provided: a) HP1 Valve is operative, and b) Airplane is not operated in known or forecast icing conditions.
3.	Isolation Valve	C	1	0	(M)(O) May be inoperative closed provided airplane is not operated in known or forecast icing conditions.
4.	ISOL Rotary Switch	C	1	0	(M)(O) May be inoperative provided; a) Rotary switch remains in ISOL position, b) ISOLATION valve is verified in the closed position, and c) Airplane is not operated in known or forecast icing conditions.
5.	ISOL Indicator Light (Overhead Panel)	C	1	0	(M)(O) May be inoperative provided: a) ISOL rotary switch remains in ISOL position, b) ISOLATION valve is verified in the closed position, and c) Airplane is not operated in known or forecast icing conditions.
6.	APU BLEED AIR Valve	C	1	0	(M) May be inoperative provided: a) Valve is verified in the closed position, and b) APU is used for electrical power only.

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36 PNEUMATIC						
7.	APU BLEED AIR Switch	C	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> a) Switch remains OFF, b) APU BLEED AIR valve is verified in the closed position, and c) APU is used for electrical power only.
8.	BLEED APU Caution Light	C	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> a) APU BLEED AIR switch remains OFF, b) APU BLEED AIR valve is verified in the closed position, and c) APU is used for electrical power only.

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38 WATER/WASTE					
1. Rear Toilet Drain Valve	A	1	1	0	May be inoperative in closed position provided repairs are made before next toilet drain pan draining operation.
	A	1	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in a unpressurized configuration, b) Placard is installed on toilet door with "DO NOT USE TOILET" inscription, c) Draining port plug is verified to be in locked position, and d) Repairs are made within 3 consecutive calendar-days.
	A	1	1	0	(M) May be inoperative provided: a) After manually operating the drain valve in closed position, it is checked there is no water leak at the drain valve, and b) Repairs are made within 3 consecutive calendar-days.

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46 NEW TECHNOLOGY						
1. Electronic Flight Bag Systems (EFBs) ***						
*** 1)	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
*** 2) Data Connectivity (Class 2)						
*** 2)	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
*** 3) Power Connection (Class 1 and 2)						
*** 3)	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
*** 4) Mounting Device (Class 2)						
*** 4)	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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			3.	NUMBER REQUIRED FOR DISPATCH	
49 AIRBORNE AUXILIARY POWER					
1.	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided procedures do not require its use.
		D	1	0	(M) May be inoperative provided APU is secured or removed.
2.	APU Computer	D	1	0	(M) May be inoperative provided APU (item 49-1) is considered inoperative.
3.	N1 Indicator	C	1	0	(M)(O) May be inoperative provided APU computer and T5 indicator are operative.
4.	T5 Indicator	D	1	0	(M) May be inoperative provided APU (item 49-1) is not used.
		C	1	0	(M) May be inoperative provided APU computer is operative.
		C	1	0	(M) May be inoperative provided APU oil level is verified once each flight day.
5.	APU OIL Pressure Indicator Light	D	1	0	(M) May be inoperative provided APU (item 49-1) is not used.
		C	1	0	(O) May be inoperative provided Bus Power is verified operative.
6.	APU GEN Indicator Light	C	1	0	(O) May be inoperative provided Bus Power is verified operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
52 DOORS							
1.	Door Warning Lights (Bag Access, Cabin and Rear Doors) (Except F900C)	C	3	0	(O)	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) It is verified before takeoff that each of the doors is closed and latched, b) A steady RED light must be deactivated, and c) A steady altitude warning (aural) feature is operative.
2.	Fueling Door Light	C	1	0	(M)(O)	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) It is verified before takeoff that both fueling panel access doors are closed, b) Fuel tanks are properly pressurized, c) Pressure gauge in rear compartment and vent outlets in wing roots are verified with engines running, and d) Defueling valve inside the fuel compartment between frame 19 and 20 is closed.
3.	DOORS Warning Light System (F900C Only)	C	1	0	(M)(O)	0	(M)(O) May be inoperative provided before each departure: <ul style="list-style-type: none"> a) Main entry door is verified closed and latched, b) External baggage compartment access door is verified closed and latched, and c) Internal baggage compartment access door is verified closed and latched and placarded "DO NOT OPEN IN FLIGHT".
4.	SERVICE DOORS Caution Light (F900C Only)	C	1	0	(O)	0	(O) May be inoperative provided before each departure it is visually verified: <ul style="list-style-type: none"> a) Rear compartment door is closed and latched, and b) Forward toilet service door is closed and latched.

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52 DOORS						
5. *** Electric Main Entrance Door Motor System (Post M2716) (F900C Only)	C	1	1	0		(M) May be inoperative provided Door is verified to manually open and close freely.
6. Baggage Compartment External Door Reducing Gear Motor (Except F900C)	C	1	1	0		(M) May be inoperative provided: a) Baggage compartment external door is closed manually, b) Baggage compartment external door is verified latched and locked before each flight, and c) REAR DOORS caution light is extinguished.
7. Baggage Compartment External Door Reducing Gear Motor (F900C only)	C	1	1	0		(M) May be inoperative provided: a) Baggage compartment external door is closed manually, b) Baggage compartment external door is verified latched and locked before each flight, and c) DOORS* warning light is extinguished.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	2.	
			3. NUMBER REQUIRED FOR DISPATCH		
73 ENGINE FUEL AND CONTROL					
1.	Fuel Flowmeters (Except F900C)	B	3	2	One may be inoperative provided: <ul style="list-style-type: none"> a) All remaining engine instruments are operative, b) ITT, N1, and N2 indicators are compared with those of the other engines, and c) Fuel Used counter and Total Fuel Used/GW meter are not used.
2.	Fuel Used Indicators (Except F900C)	C	3	2	One may be inoperative provided the instantaneous fuel flow meter and associated fuel quantity indicators are operative.
3.	Engine Computer				
	1) Automatic Mode	C	3	2	(M)(O) Automatic mode of one computer may be inoperative provided: <ul style="list-style-type: none"> a) Test to verify correct operation of the Overspeed protection system of the corresponding engine is performed as indicated in AFM annex 8 or annex 8A (as applicable), b) Airplane is operated in accordance with AFM annex 8 or annex 8A (as applicable), c) No other dispatched inoperative item or configuration deviation concerning power plant or performance exists, d) Airplane is not operated in known or forecast icing conditions, and e) Associated ENG Computer is operated in manual mode, and f) Thrust Reverser is deactivated and secured in the stowed position if ENG Computer 2 is operated in manual mode.
4.	CMPTR Caution Light	C	3	2	(O) One may be inoperative provided the associated Engine Computer is considered inoperative in automatic mode.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
74 IGNITION							
1.	Ignition Indicator Lights (Except F900C)	C	3	2	(M)	2	(M) One may be inoperative provided automatic ignition system is verified operative.
2.	Automatic Ignition Systems (AOA Activated)	C	2	1	(M)(O)	1	(M)(O) One may be inoperative provided: a) Manual ignition is verified operative, and b) AIR START is selected for all critical stages of flight (takeoff, approach, turbulence).
3.	Ignition Selector Switches	C	3	2	(O)	2	(O) One GRD START position may be inoperative provided: a) Associated engine AIR START position is operative, and b) Switch is returned to GRD START after each ground start.
4.	IGN Labels (EID) (F900C Only)	C	3	2	(M)	2	(M) One may be inoperative provided ignition system is verified operative.
5.	Ignitor Plugs	C	6	5		5	One may be inoperative provided all Engine computers are operative in auto mode.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING							
1.	N1 Indicators						
	1) Digital Readout(s)	C	3	0			
2.	N2 Indicators	C	3	2			(O) One may be inoperative provided N1 and Fuel Flow indicators for the associated engine are operative.
3.	ITT Indicators						
	1) Digital Readout(s)	C	3	0			
4.	Fuel Flow Indications (F900C Only)	B	3	2			One may be inoperative provided all other engine indications and the associated fuel quantity indication system are operative.
5.	Fuel Used Indications (F900C Only)	C	3	2			One may be inoperative provided the associated Fuel Flow and Fuel Quantity Indications are operative.

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77 ENGINE INDICATING					
6. EID Indications (F900C Only)					
1) N1 Indications	C	3	2	2	One may be inoperative provided: a) N2, ITT, and fuel flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Both DAUs are operative.
2) ITT Indications	C	3	2	2	One may be inoperative provided: a) N1, N2, and fuel flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Both DAUs are operative.
3) N2 Indications	C	3	2	2	(O) One may be inoperative provided: a) Both DAUs are operative, b) N1, ITT, and fuel flow indications are operative, c) Associated DEEC is operative in AUTO mode, and d) During starting, the power lever is moved to idle at the first indication of N1.
7. Oil Pressure Indications	C	3	2	2	For 14 CFR Part 91 operations only, one may be inoperative provided the associated OIL low pressure warning light and oil temperature indication are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
78 ENGINE EXHAUST					
1.	DEPLOYED Indicator Light (Except F900C)	C	1	0	May be inoperative provided Thrust Reverser system (item 78-2) is considered inoperative.
2.	Thrust Reverser System	C	1	0	(M)(O) May be inoperative provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the airplane, b) Reverser is deactivated and secured in the stowed position by use of the two safety pins, c) All braking systems are operative, and d) A reverser unlock light that remains illuminated must be deactivated.
3.	Transit Indicator Light (Except F900C)	C	1	0	May be inoperative provided Thrust Reverser system (item 78-2) is considered inoperative.
4.	REV UNLOCK Warning Light (Except F900C)	C	1	0	May be inoperative provided thrust reverser system (item 78-2) is considered inoperative.
5.	DEPLOY Label (EID) (F900C Only)	C	1	0	May be inoperative provided Thrust Reverser system (item 78-2) is considered inoperative.
6.	TRANS Label (EID) (F900C Only)	C	1	0	May be inoperative provided Thrust Reverser system (item 78-2) is considered inoperative.
7.	THRUST REVERSER Warning Light	C	1	0	May be inoperative provided Thrust Reverser system (item 78-2) is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL						
1.	OIL 1, 2, and 3 Warning Lights (Oil Pressure and Chip Detectors)	C	3	2		(M)(O) One may be inoperative provided; <ul style="list-style-type: none"> a) It is verified that the malfunction is in the warning system, b) Associated magnetic plugs are checked for evidence of metal chips or clogging before the first flight of each day, c) Oil pressure and oil temperature indicators are monitored closely during flight, and d) A steady light must be deactivated.
2.	Oil Quantity Indicator	C	1	0		(M) May be inoperative provided engine oil levels are verified adequate before each departure.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING					
1.	Automatic Starter Cutout Feature	C	3	2	(O) One may be inoperative provided starter is disengaged manually at 50% N2 during engine start.