



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

Master Minimum Equipment List (MMEL)

Revision: 9
Date: 05/22/2015

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

James P. Vogt
Chair, Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Seattle Aircraft Evaluation Group
1601 Lind Avenue SW
Renton, WA 98057-3356

Telephone: (425) 917-6600
FAX: (425) 917-6638

FALCON 900

Table of Contents

SYSTEM	PAGES	REVISION	DATE
-- Cover Page	I	9	05/22/2015
-- Table of Contents	II	9	05/22/2015
-- Highlights of Change	III-IV	9	05/22/2015
-- Definitions	V	9	05/22/2015
-- Preamble	VI	9	05/22/2015
21 Air Conditioning	21-1 thru 7	9	05/22/2015
22 Auto Flight	22-1 thru 2	9	05/22/2015
23 Communications	23-1 thru 6	9	05/22/2015
24 Electrical Power	24-1 thru 2	9	05/22/2015
25 Equipment/Furnishings	25-1 thru 8	9	05/22/2015
26 Fire Protection	26-1	9	05/22/2015
27 Flight Controls	27-1 thru 4	9	05/22/2015
28 Fuel	28-1 thru 4	9	05/22/2015
29 Hydraulic Power	29-1 thru 2	9	05/22/2015
30 Ice and Rain Protection	30-1 thru 3	9	05/22/2015
31 Indicating/Recording Systems	31-1 thru 2	9	05/22/2015
32 Landing Gear	32-1 thru 2	9	05/22/2015
33 Lights	33-1 thru 3	9	05/22/2015
34 Navigation	34-1 thru 16	9	05/22/2015
35 Oxygen	35-1	9	05/22/2015
36 Pneumatic	36-1 thru 2	9	05/22/2015
38 Water/Waste	38-1	9	05/22/2015
46 Information Systems	46-1	9	05/22/2015
49 Airborne Auxiliary Power	49-1	9	05/22/2015
52 Doors	52-1 thru 2	9	05/22/2015
73 Engine Fuel & Control	73-1	9	05/22/2015
74 Ignition	74-1	9	05/22/2015
77 Engine Indicating	77-1 thru 2	9	05/22/2015
78 Engine Exhaust	78-1	9	05/22/2015
79 Engine Oil	79-1	9	05/22/2015
80 Starting	80-1	9	05/22/2015

FALCON 900

Highlights of Change

EFFECTIVE ABOVE DATE, the DA-900 Master Minimum Equipment List has been revised. Please replace affected pages with revision 9 for a complete up-to-date MMEL.

General Changes:

- Wording "operates normally" and "check to be operative" are re-worded as "is operative / verified operative"
- Wording "flight days" are re-worded as "consecutive calendar days"
- When the flight is conducted in unpressurized configuration, (O) and the check of EFIS Fans are added.
- "Warning Light" is replaced by "Caution Light" for amber light displays
- (O) or (M) is changed / added / deleted according to the OPER or MAINT procedure to be performed and the need of the crew to go out of the cockpit
- Various rewordings
- Complete revision to all pages of the MMEL. This is to accommodate the new format where all pages of an ATA chapter are changed when there are any changes anywhere in the chapter.
- Removed items shown as "moved to item xx-x" or "Deleted Rev. x" from previous revisions. The remaining items are renumbered accordingly.
- Replaced "FAR" with "14 CFR" per PL-25.

Major Changes:

- ATA 21: 2. UP-DN Manual Controller provisos added
- 24. ECU Turbo Fan provisos revised
- ATA 22: 2. Autopilot Disengage Switches provisos revised
- ATA 23: 2. Passenger Address System aligned with PL-9
- 11. Boom Microphones deleted
- 12. Flight Deck Headsets Earphones/ Headphones and Boom Microphones added
- 19. High Frequency (HF) Communication System changed per PL-106
- 20. Crewmember Interphone Systems removed provisos pertaining to Large turbojet/Part 121.
- ATA 24: 6. Generators proviso added
- 9. Load Shed Override Function (M3468) added
- ATA 25: 1. Pilot's Seat Headrests added
- 2. Passenger Seats revised per PL-79
- 9. Emergency Vision Assurance System (EVAS) retitled Cockpit Smoke Vision System (CSVS)
- 15. Automatic External Defibrillator (AED) updated per PL-73
- 17. First Aid Kit (FAK) updated per PL-73
- 18. Galley to Cabin Sliding Door added
- ATA 26: 2. APU Fire Extinguisher System
- 3. Baggage Compartment Fire Extinguisher System
- ATA 27: 10. STALL Test provisos revised
- 14. AIRBRAKE Amber light provisos revised
- 16. AIL FEEL Caution Light proviso added
- ATA 28: 9. Front-To-Rear Tank Fuel Transfer System (XTK2) relief added

FALCON 900

- ATA 29: 1. HYDR#.. PUMP.. Caution Lights. Item renamed for clarity.
- ATA 30: 5. Windshield Wipers in non-rest position
- 16. Ice Detection System added
- ATA 31: 1. Flight Data Recorder updated per PL-87
- ATA 32: 4. Nose Gear Steering System relief removed per PL-114
- 6. Landing Gear Retraction System added
- ATA 33: 1. Cockpit and Instrument Lighting Systems updated per PL-77
- 3. Passenger Notice System amended
- 10. Wing Ice Detection Lights amended
- ATA 34: 3. Standby Magnetic Compass Lighting is added
- 5. Altitude Alerting Systems updated per PL-39
- 18. Navigation Databases Data Loader added
- 48. Incidence Meter (M0051) added
- ATA 38: 1. Rear Toilet Drain Valve added
- ATA 49: 1. APU amended
- ATA 52: 6. & 7. Baggage Compartment External Door Reducing Gear Motor added

Policy Letters 9, 39, 56, 72, 73, 77, 79, 93, 106, 114,117, 120, 129 Updated or Incorporated.

FALCON 900

Definitions

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the Flight Standards Information Management System (FSIMS) website.

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

FALCON 900

Preamble

For the Master Minimum Equipment List, Preamble addendum, refer to the current FAA Policy Letter PL-34, "MMEL and MEL Preamble", for operations under 14 CFR Parts 121, 125, 129, and 135, and FAA Policy Letter PL-36, "FAR Part 91 MEL Approval & Preamble", for operations under 14 CFR Part 91, as found on the Flight Standards Information Management System "FSIMS" website.

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			1	0		3. NUMBER REQUIRED FOR DISPATCH
						1
21 AIR CONDITIONING						
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 take-off.	
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative	
		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.	
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.	
3.	Outflow Pressurization Valves	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative	
		C	1	0	May be inoperative provided aircraft is operated at or below 14,000 ft MSL.	
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative	
1)	Electropneumatic Outflow Valve	C	1	0	May be inoperative provided aircraft is operated at or below 14,000 ft 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	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
4.	Triple Cabin Indicator				
	1) Cabin Altitude Indication	C	1	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	(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	(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	(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	(O) May be inoperative provided: a) Cabin pressure differential indicator is verified operative, and b) Automatic cabin pressure control is operative.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

21-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
5.	Cabin Aural Warning (Cabin Altitude)	C	1	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	(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	(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	(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 (if installed) is closed, c) Cabin altitude remains at or below 10,000 ft., and d) Warning light is deactivated if it operates continuously
	2) F900C Only	C	1	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	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) EFIS fans are verified operative

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
21-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 position is selected for take-off, b) ON position 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
21-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
21 AIR CONDITIONING						
15.	Air Supply Conditioning Tie Control Lever	C	1	0	May be inoperative provided cabin and crew air conditioning bleed control valves are operative.	
16.	Baggage Compartment Supply Valve	C	1	0	(M) May be inoperative closed.	
		C	1	0	(M) May be inoperative open provided the CREW air conditioning control valve is verified operative.	
17.	Baggage Compartment Isolating					
	1) MF900 & F900B	C	1	0	(O)(M) 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	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.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
21-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
18. EFIS Cooling Systems					
	1) MF900 & F900B	C	2	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	(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	(M) May be inoperative OPEN.
		C	1	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	(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	May be inoperative provided at least one gasper outlet remains open.
22. Flood Duct Systems					
	***	C	2	0	
23. ECU OVHT Caution Light					
		C	1	0	May be inoperative provided the ECU is considered inoperative.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
21-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
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 Kt, b) EFIS fans are verified operative, c) Air conditioning is switched ON in flight only when IAS is above 310 Kt, d) Cabin and crew air conditioning bleed control valves are verified operative, and e) Repairs are made within three 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

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT					
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.
		C	2	1	
	2) Mach Trim Function	C	2	0	May be inoperative provided speed remains at or below M .80.
		C	2	0	
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	
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 EADI's.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

22-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT					
6.	Autopilot Disconnect Light				
1)	MF900 & 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 three 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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.
		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.
					NOTE: Any station function(s) that is operative may be used.
					(Continued)

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
23-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 three consecutive calendar days.
	2) Without FDR Installed	A	1	0	May be inoperative provided repairs are made within three consecutive calendar days.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
23-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
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	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
6.	Selective Call System (SELCAL)	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.
	1) Channels	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.
7.	Static Dischargers	C	17	15	Two may be damaged or missing provided they are not located in the same area.
8.	Automatic Cabin Briefer	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.
9.	Avionics Master Switches	C	2	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	
11.	Boom Microphones				Deleted Rev. 9

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

23-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
12.	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 three calendar 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.
13.	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.
14.	Headsets	C	2	1	One pilot's headset may be inoperative provided cockpit speakers are operative.
15.	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.
16.	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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
23-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
17. 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.
18. 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.
19. 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.

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

23-6

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			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.

AIRCRAFT: MF900 / F900B / F900C	REVISION NO: 9 DATE: 05/22/2015	PAGE: 24-2
------------------------------------	------------------------------------	---------------

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

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25 EQUIPMENT/ FURNISHINGS					
1.	Pilot's Seat				
	1) Vertical Adjustment	C	2	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	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	(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	(O) Headrest fairing may be damaged provided: a) Headrest structure is verified adequate, and b) It is acceptable to the affected crewmember.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS						
2.	Passenger Seats	D	-	-	May be inoperative provided: <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. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
***	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
	2) Under Seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: <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. 	

(Continued)

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
25-3

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

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

25-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
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 take-off position for take-off 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 take-off position.	
3. Passenger Convenience/NEF Items						
*** Passenger Convenience Items					Deleted Rev. 9	
*** Non-Essential Equipment & 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 flight crew and included in the operator's appropriate document.		
NOTE: Exterior lavatory door ash trays are not considered NEF items.						

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
25-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 two consecutive calendar days.
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within two consecutive calendar 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 functionally 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 functionally for other persons authorized to occupy any observer seat.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

25-6

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

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

25-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 1 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 can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.

(Continued)

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

25-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
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 can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
18. ***	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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
26-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
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	C	-	0	(O) May be inoperative provided an alternate procedure is established and used to detect smoke in the Lavatory.	
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.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
27-1

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
27-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			1	0		3. NUMBER REQUIRED FOR DISPATCH
						1
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.	

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
27-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 two 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
27-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS					
14.	AIRBRAKE Amber Light	B	1	0	(M)(O) May be inoperative provided: 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: 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: 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
28-1

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
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 1500 ft AGL, f) Procedures to correct fuel imbalance are applied, and g) Operations are limited to 17000 ft MSL if JP4 or Jet B fuel is utilized or flight level 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 17000 ft 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.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
28-3

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
28-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 in the OFF position.
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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
29-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
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 take-off.	
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.	

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

29-2

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

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
30 ICE AND RAIN PROTECTION						
1.	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 five nautical miles of the airport of take-off or intended landing, b) Pilot flying is on the non-affected side, c) Airplane is operated with a maximum speed of 215 kt, 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 conducted in day VMC flight conditions only.	

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

PAGE:

DATE: 05/22/2015

30-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			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 is 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
30-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 ICE AND RAIN PROTECTION					
15. ***	Brake Heating System (With SB F-900-32)	C	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	0	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
31-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			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 take-off, 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 three consecutive calendar days.
	1) FDR Recording Parameters Required by 14 CFR.	A	-	-	Up to three (3) 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.
2.	Clocks	C	-	1	One may be inoperative at either the pilot's or copilot's station.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
31-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31 INDICATING/ RECORDING SYSTEMS					
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 three 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 & 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).

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			1	0		3. NUMBER REQUIRED FOR DISPATCH
						1
32 LANDING GEAR						
1.	Landing Gear Selector Flashing Light	C	1	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	(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	(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	(O) May be inoperative provided: 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.	

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

32-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32 LANDING GEAR					
4.	Nose Wheel Steering System	A	1	0	Deleted Rev. 9 per PL-114.
5.	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.
6.	Landing Gear Retraction System	A	1	0	(O) (M) May be inoperative for three flights or two 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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. <p>Note 1: Individual button/switch lights and/or annunciations/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 percent of the total installed.
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt" Signs)	C	-	-	<p>(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the associated passenger seat(s) may be occupied provided an acceptable procedure is used to notify passengers when seat belts must be fastened or smoking is prohibited.</p>
4.	Aft Compartment Lighting System	C	1	0	
5.	Baggage Compartment Lighting System (Interior/Exterior)	C	1	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
6.	Landing Lights	C	2	1	One may be inoperative for night operations provided taxi light is operative.
		C	2	0	May be inoperative for day operations.
	1) Pulse Light System (Aircraft with S/N ≥ 165)	C	1	0	
7.	Taxi Light	C	1	0	May be inoperative for night operations provided both landing lights are operative.
		C	1	0	May be inoperative for day operations.
8.	Position Lights System				
	1) Without M2718 or SB F900-257	C	3	0	May be inoperative for day operations.
	2) With M2718 or SB F900-257	C	5	3	May be inoperative provided at least one light is operative at each position.
		C	5	0	May be inoperative for day operations.
9.	Anti-Collision Lights	B	2	0	May be inoperative provided strobe light system is installed and is operative.
10.	Wing Ice Detection Lights	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> 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	One may be inoperative provided: <ul style="list-style-type: none"> a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
11.	Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.
12.	Logo Light System ***	D	1	0	
13.	Strobe Light System	C	1	0	
14.	Pulse Light System ***	D	1	0	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions.
***	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: a) 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 en-route 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.

(Continued)

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 daylight 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, ie 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 consecutive calendar days.
		C	-	1	
	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
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 two consecutive calendar 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 two consecutive calendar days.	
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two consecutive calendar 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	

(Continued)

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
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 & Advisory System (RAAS)	C	1	0		

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 two consecutive calendar days.
	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two consecutive calendar days.
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two consecutive calendar days.
***	c) Modes 2, 4 & 5	C	3	0	
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 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)					

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						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 & 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	(M)(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 three consecutive calendar days.	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
34 NAVIGATION						
13.	ATC Transponder and Automatic Altitude Reporting Systems	B	-	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 14 CFR may be inoperative.	
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.	
18.	Flight Management System (FMS)					
	1) Without Lasertrack Installed	C	-	1	(O) Except where enroute/terminal operations require its use, one may be inoperative.	
***	2) With Lasertrack Installed	C	-	0	(O) Except where enroute/terminal operations require its use, may be inoperative provided IRS is initialized by Lasertrack.	

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
18.	Flight Management System (FMS) (Cont'd)				
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 of 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.
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.

(Continued)

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
34 NAVIGATION						
20.	EADI Annunciators/Displays (Except F900C and aircraft with Honeywell Primus Epic Control Display System for Retrofit) (Cont'd)					
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.	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
21.	EHSI Annunciations/Display (Except F900C and a/c 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.

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-11

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

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-12

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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	May be inoperative provided the compass information remains in the normal (onside) selection.
33.	Radar Auto Standby	C	1	0	
34.	Traffic Alert and Collision Avoidance System				
	1) TCAS I	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.

(Continued)

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-13

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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.
	c) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
	d) Airspace Selection Function	C	-	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

34-14

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
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 for day VMC.
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) Co-pilot position may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, and b) Repairs are made within three consecutive calendar days.
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	3	2	
43.	Analog Airspeed Indicators	B	2	0	May be inoperative provided digital airspeed indicator on affected side is operative.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-15

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
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.	Co-Pilot 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.
46.	Electronic Flight Instrument System (EFIS) Displays (F900C Only)	A	5	4	(M)(O) Copilot's ND #2 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, and e) Repairs are made within three consecutive calendar days. NOTE 1: In case of a second ND failure in flight, TCAS and EGPWS situation awareness are not available. NOTE 2: In case of a second ND failure in flight, FMS ND flight plan depictions are not available; FMS flight plan legs displayed on FMS CDU's remains functional including FD/AP coupling.
47.	Honeywell Primus Epic Control Display System for Retrofit				
1)	Multifunction Display Controller	A	2	1	(M) One position may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, and b) Repairs are made within three consecutive calendar days.

(Continued)

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
34-16

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
34	NAVIGATION					
47.	Honeywell Primus Epic Control Display System for Retrofit (Cont'd)					
2)	Reversion Switch Panels (RSP)	B	2	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	One Remote Instrument Controller may be inoperative provided the Altitude Alerter/ Preselector System (item 34-5) is operative.	
4)	Display Units (DU's)	A	4	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 three consecutive calendar days.	
					NOTE 1: In case of a second ND failure in flight, TCAS traffic information is not available.	
48.	Incidence Meter *** (M0051)	D	1	0	(M) May be inoperative provided associated circuit breakers are pulled and collared.	

AIRCRAFT: MF900 / F900B / F900C	REVISION NO: 9 DATE: 05/22/2015	PAGE: 35-1
------------------------------------	------------------------------------	---------------

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN						
1.	Passenger Oxygen System	C	1	-	(M) Automatic presentation system may be inoperative provided: a) Manual deployment is verified operative, and b) Flight is conducted at or below FL250.	
		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.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			1	0		3. NUMBER REQUIRED FOR DISPATCH
						1
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.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
36-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
36 PNEUMATIC					
7.	APU BLEED AIR Switch	C	1	0	(M) May be inoperative provided: a) Switch remains in OFF position, 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: a) APU BLEED AIR switch remains in OFF position, b) APU BLEED AIR valve is verified in the closed position, and c) APU is used for electrical power only.

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

38-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE					
1. Rear Toilet Drain Valve	A	1	0		May be inoperative in closed position provided repairs are made before next toilet drain pan draining operation.
	A	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 three consecutive calendar days.
	A	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 three consecutive calendar days.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

46-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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)	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)	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)	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.

AIRCRAFT: MF900 / F900B / F900C	REVISION NO: 9 DATE: 05/22/2015	PAGE: 49-1
------------------------------------	------------------------------------	---------------

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			1	0		3. NUMBER REQUIRED FOR DISPATCH
						1
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.	
5.	APU OIL Pressure Indicator Light	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.	
		D	1	0	(M) May be inoperative provided APU (item 49-1) is not used.	
6.	APU GEN Indicator Light	C	1	0	(O) May be inoperative provided Bus Power is verified operative.	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			3.	3. NUMBER REQUIRED FOR DISPATCH		
52 DOORS						
1.	Door Warning Lights (Bag Access, Cabin and Rear Doors) (Except F900C)	C	3	0	(O) May be inoperative provided: 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) May be inoperative provided: 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) May be inoperative provided before each departure: 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) May be inoperative provided before each departure it is visually verified: a) Rear compartment door is closed and latched, and b) Forward toilet service door is closed and latched.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
52-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
52 DOORS					
5. ***	Electric Main Entrance Door Motor System (Post M2716) (F900C Only)	C	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	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	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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
73 ENGINE FUEL & CONTROL					
1.	Fuel Flowmeters (Except F900C)	B	3	2	One may be inoperative provided: 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: 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.

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

74-1

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)	One may be inoperative provided automatic ignition system is verified operative.	
2.	Automatic Ignition Systems (AOA Activated)	C	2	1	(M)(O)	One may be inoperative provided: a) Manual ignition is verified operative, and b) AIR START position is selected for all critical stages of flight (take-off, approach, turbulence).	
3.	Ignition Selector Switches	C	3	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 position after each ground start.	
4.	IGN Labels (EID) (F900C Only)	C	3	2	(M)	One may be inoperative provided ignition system is verified operative.	
5.	Ignitor Plugs	C	6	5		One may be inoperative provided all Engine computers are operative in auto mode.	

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
77-1

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
77-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
77 ENGINE INDICATING					
6.	EID Indications (F900C Only)				
	1) N1 Indications	C	3	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	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	(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	One may be inoperative provided the associated OIL low pressure warning light and oil temperature indication are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

MF900 / F900B / F900C

REVISION NO: 9

DATE: 05/22/2015

PAGE:

78-1

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.

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
79-1

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

AIRCRAFT:
MF900 / F900B / F900C

REVISION NO: 9
DATE: 05/22/2015

PAGE:
80-1

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.