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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 1
Date: 06/15/2015

Quest Kodiak 100

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FEDERAL AVIATION ADMINISTRATION			
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HIGHLIGHTS OF CHANGE

NOTE:	Some items have been moved from their original location in the previous revision due to the adoption of the JASC ATA Numbering System.
NOTE:	Changed all instances of "operating rule" to 14 CFR
NOTE:	Added "/AFM" to all instances of "POH".
ATA 21	
-00-01	Added Air Conditioning System
-20-01	Added Fresh Air Vent
-21-02	Added Aft Ventilation Blower
-21-03	Added Avionics Cooling Fan #1
-21-04	Added Avionics Cooling Fan #2
ATA 22	
-10-01	Changed item to specify "S-Tec 55X" Autopilot
-10-02	Changed item to specify "S-Tec 55X" Yaw Damper
-10-03	Added GFC 700 Autopilot System
-10-04	Added Autopilot/Trim Disconnect Function
-10-05	Added Go-Around Button
-10-06	Added LVL Button
-10-07	Added Control Wheel Steering (CWS)
ATA 27	
-51-01	Added exception
ATA 30	
-00-01	Added TKS Ice Protection System
-30-02	Added Stall Warning Heat
ATA 31	
-20-01	Added Exception
ATA 33	
-40-06	Revised title and exception
-40-07	Added Wing Ice Light
ATA 34	
-42-01	Added Weather Radar
-44-02	Added TAWS Inhibit Switch
ATA 52	
-00-01	Added Cockpit Divider Curtain
-10-01	Added Crew Door Seal System
ATA 71	
-60-02	Added Inertial Separator Actuator

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DEFINITIONS AND PREAMBLE		

DEFINITIONS

The required definitions listed in FAA Policy Letter PL-025 are inserted into the operator's MEL. Additional definitions may be included in an operator's MEL as desired.

PREAMBLE

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or FAA MMEL Policy Letter PL-36, 14 CFR PART 91 MEL APPROVAL.

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GUIDELINES FOR (O) & (M) PROCEDURES

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

Operator (O) & (M) Procedures should be based on the Quest Aircraft Company, LLC, INOPERATIVE EQUIPMENT PROCEDURES KODIAK 100 document, (P/N 100-000-016).

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SYSTEM, SEQUENCE NUMBERS & ITEM	1.	2.	3.	4.
21 AIR CONDITIONING				
-00-01 Air Conditioning System ***	C	1	0	(M) May be inoperative provided Air Conditioner is DEACTIVATED.
-20-01 Fresh Air Vent	C	-	1	
-21-01 Forward Ventilation Blower	C	1	0	(M)
-21-02 Aft Ventilation Blower	C	1	0	(M)
-21-03 Avionics Cooling Fan #1	C	1	0	May be inoperative provided: a) PFD 1 COOLING is not displayed, b) COM 1 TEMP is not displayed, and c) GIA 1 COOLING is not displayed.
-21-04 Avionics Cooling Fan #2	C	1	0	May be inoperative provided: a) PFD 2 COOLING is not displayed, b) COM 2 TEMP is not displayed, and c) GIA 2 COOLING is not displayed.
-40-01 Main Cabin Electric Heat Unit	D	6	0	(M) Heating units may be inoperative provided environment control unit functions normally.
-40-02 Forward Cabin Bleed Air Heat System	C	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 32°F, and e) Defrost is considered inoperative.
	D	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 59°F, and e) Defrost is considered inoperative.

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-40-03 Defrost	C	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 32°F.
	D	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 59°F.

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22 AUTO FLIGHT					
-10-01 S-Tec 55X Autopilot System ***	C	1	0	(M) (O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Yaw Damper master switch AUTO function is not used.	
-10-02 S-Tec 55X Yaw Damper ***	C	1	0	(M)	
-10-03 GFC 700 Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Flap Compensation Trim (FCT) is operable (FLAP TRIM FAIL annunciation not shown).	
-10-04 Autopilot/Trim Interrupt Function	C	2	1	One may be inoperative provided disconnect button is operative on flying pilot side.	
-10-05 Go Around Button	C	-	0	May be inoperative provided: a) Flight director is not used for takeoff or during go around, and b) Autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually.	
-10-06 LVL Button (Autopilot Level Mode)	C	-	0		
-10-07 Control Wheel Steering (CWS)	C	-	0		

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23	COMMUNICATIONS				
-12-01	Communications System (VHF)	C	2	1	(M) One may be inoperative provided it is not required by 14 CFR.
-40-01	Right Audio Panel	C	1	0	(M) May be inoperative for operations not requiring a second in command.
-50-01	Cockpit Speaker	C	2	0	May be inoperative provided an operative headset is available to each flight crew member.
-50-02	Push-to-Talk Switch	C	2	0	May be inoperative provided: a) Hand microphone is operative, and b) Push to talk switch is not failed in the transmit position.
-50-03	Hand Microphone	C	1	0	May be inoperative or missing provided an operational headset with microphone is available and used.
-50-04	Headset Audio Function	C	2	0	May be inoperative provided both cockpit speakers are operative.
-60-01	Static Wick				
-01	Left Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.
-02	Right Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.
-03	Left Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.
-04	Right Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.
-05	Rudder	C	4	3	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.

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24 ELECTRICAL POWER					
-30-01 40 Amp Alternator	B	1	0	(M) May be inoperative provided: a) Aircraft is operated VFR only, and b) 300 amp generator is operative.	
-32-01 Standby Attitude Indicator Battery	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS and ADCs are operating normally, and c) The generator and alternator are operative.	
-37-01 Alternator Fail Annunciation	C	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The alternator amps indication is operative, and c) Both voltage indications are operative.	
-37-02 Generator Fail Annunciation	B	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The generator amps indication is operative, and c) Both voltage indications are operative.	

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25	EQUIPMENT/FURNISHINGS				
-10-01	Crew Seat Vertical Adjustment	C	-	0	(M) May be inoperative provided: a) Affected seat has failed in an immovable position which permits normal pilot field of view, b) Full flight control movement is available, and c) The crewmember can operate all necessary controls and equipment.
		D	-	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.
-10-02	Crew Seat Fore and Aft Adjustment	C	-	0	(M) May be inoperative provided: a) Affected seat is secured in a latched position that permits normal pilot visibility, b) Full flight control movement is available, and c) The crewmember can reach all necessary controls and equipment.
		D	-	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.
-10-03	Copilot Restraint System (Seatbelt and Shoulder Harness)	C	1	0	May be inoperative for single pilot operations provided seat remains unoccupied.
-10-04	Cockpit Sun Visor System	D	2	0	May be missing or inoperative provided the pilot's field of vision is not obstructed.

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25	EQUIPMENT/FURNISHINGS				
-20-01	Passenger Seat	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE: A seat with an inoperative seatbelt is considered inoperative.</p>
-20-02 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	<p>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 operator's (insert name) Manual. (M) and (O) procedures if required, must be available to the flight crew and included in the operator's appropriate document.</p>
-50-01	Cargo Restraint System	C	-	-	<p>May be inoperative or missing provided cargo loading procedures and limits in Section 6 of the AFM/POH are observed.</p>
		C	-	-	<p>May be inoperative or missing, provided cargo compartment remains empty.</p>
-60-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELT	D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing.</p>
-02	Fixed ELT	A	-	0	<p>May be inoperative or missing provided repairs are made within 90 days.</p>
		D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing.</p>
-03	Remote ELT Switch	C	1	0	<p>(M) May be inoperative.</p>

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26 FIRE PROTECTION
-22-01 Portable Fire Extinguisher

D

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(O) Any in excess of those required by 14 CFR may be inoperative or missing provided inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit.

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27 FLIGHT CONTROLS					
-00-01 Trim Tab Position Indicator (Rudder, Aileron, or Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Tab is checked for full range of operation, b) All Electric trims are verified operative prior to each departure, and c) Tab is positioned to neutral and visually verified prior to each departure.	
-51-01 Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Full travel and normal operation of flaps is verified prior to each departure, b) Desired flap setting is visually verified prior to each departure, and c) Flap Compensation Trim (FCT) is operable (FLAP TRIM FAIL annunciation not shown on GFC 700 equipped aircraft).	

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28 FUEL				
-41-01 Fuel Quantity Indication (Left and Right)	B	2	1	(O) One may be inoperative provided: a) Fuel flow system is operative, b) Both fuel low annunciation systems are operative, and c) A reliable means is established to determine fuel quantity on board meets regulatory requirements for the intended flight.
-41-02 Fuel Low Annunciation System (Left and Right)	B	2	1	(O) May be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Fuel flow system is operative.
-41-03 Fuel Flow Indication	B	1	0	(O) May be inoperative provided: a) Both fuel low annunciations are operative, and b) Both fuel quantity indications are operative.

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30 ICE AND RAIN PROTECTION					
-00-01 TKS Ice Protection System ***	C	1	0	May be inoperative or components missing provided the aircraft is not operated into known or forecast icing conditions.	
-30-01 Pitot/Static Heat System	A	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Repairs are made within three flight days, and d) Aircraft is not operated in known or forecast icing conditions.	
	A	2	1	One may be inoperative provided: a) Repairs are made within three flight days, and b) Aircraft is not operated in known or forecast icing conditions.	
	C	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated at temperatures above 39°F/4°C, and e) Aircraft is not operated in known or forecast icing conditions.	
-30-02 Stall Warning Heat ***	C	1	0	(M) May be inoperative provided the aircraft is not operated into known or forecast icing conditions.	

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31 INDICATING/ RECORDING
SYSTEMS

-20-01 Hour Meter

C	2	0	(O) May be inoperative provided flight time is tracked by alternate means.
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32 LANDING GEAR -40-01 Parking Brake	C	1
		0
		(O)

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33 LIGHTS					
-10-01 Cockpit Lighting System	D	-	-		Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
-20-01 Cabin Interior Lighting System	D	-	0		May be inoperative provided flight is not conducted at night.
	D	-	2		(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, b) Sufficient lighting is operative for the crew to perform required duties, and c) Cabin light by the cargo door is operative.
-20-02 Fasten Seat Belt and No Smoking Sign	D	3	0		(O) May be inoperative provided alternate procedures for notifying passengers are established and used.
-40-01 Exterior Lighting					
-01 Flashing Beacon	C	1	0		
-02 Anti-Collision Light System (Strobe Lights)	B	1	0		May be inoperative provided aircraft is not operated at night.
-03 Landing Light	D	2	0		Both may be inoperative provided aircraft is not operated at night.
	D	2	1		One may be inoperative for night operations provided both Taxi Lights are operative.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
-04 Navigation Light System	D	1	0	May be inoperative provided aircraft is not operated at night.
-05 Taxi Light	D	2	0	Both may be inoperative provided aircraft is not operated at night.
	D	2	0	Both may be inoperative for night operations provided both landing lights are operative.
-06 Pulse Light Function	D	1	0	May be inoperative provided the lights are operative.
-07 Wing Ice Light ***	C	2	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions at night.
	C	2	1	May be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.

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34 NAVIGATION					
-17-01 Air Data Computer (ADC)	A	2	1	(O) (M) One may be inoperative provided: a) Repairs are made within two flight days, b) Standby airspeed indicator is operative, and c) Standby altimeter is operative.	
-20-01 Attitude Heading Reference System (AHRS)	A	2	1	(O) (M) One may be inoperative provided: a) Repairs are made within three flight days, b) Standby attitude indicator is operative, and c) Magnetic compass is operative.	
-23-01 Non-stabilized Magnetic Compass	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS heading information sources are operative, and c) Aircraft is operated with dual independent navigation capability.	
-25-01 No. 2 Primary Flight Display (Right Side)	B	1	0	(M) May be inoperative provided: a) Unit is deactivated, and b) Flight does not require a second crewmember.	
-31-01 VHF Navigation System					
-01 VOR	C	2	-	As required by 14 CFR.	
-02 ILS					
-01 Localizer	C	2	-	May be inoperative provided approach or departure procedures do not require its use. NOTE: Associated glide slope must be considered inoperative.	
-02 Glide Slope	C	2	-	May be inoperative provided approach procedures do not require its use.	

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34	NAVIGATION				
-34-01	Marker Beacon Receiver System	C	2	0	(O) May be inoperative provided approach procedures do not require its use.
-42-01	Weather Radar	C	-	0	May be inoperative provided not required by 14 CFR.

-44-01	Terrain Awareness and Warning System (TAWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-44-02	Terrain Awareness and Warning System Inhibit Switch	D	-	0	
-45-01	Traffic Avoidance System (TAS)	D	-	0	(M) May be inoperative provided system is deactivated.

-45-02	Traffic Information System (TIS)	D	-	0	

-46-01	WX 500 Stormscope	D	-	0	(M) May be inoperative provided system is deactivated.

-46-02	XM Radio or Weather	D	-	0	

-52-01	ATC Transponder and Automatic Altitude Reporting System	B	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned route of flight.

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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		
34 NAVIGATION			
-57-01 GPS Receiver	C	2	- As required by 14 CFR.
-01 Aviation Database	C	1	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 to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radio frequencies are identified and inbound course is verified, and d) RNAV departures, RNAV arrivals, and instrument approaches based on GPS guidance are not conducted.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS OR EXCEPTIONS	
35 OXYGEN -00-01 Oxygen System	D	1
		0
	(O) As required by 14 CFR.	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
52 DOORS					
-00-01 Cockpit Divider Curtain System	D	1	0	May be missing or inoperative provided Curtain remains secured OPEN.	
-10-01 Crew Door Seal System	C	-	0	May be inoperative provided Door operation is not affected.	
-70-01 Cargo/Aft Passenger Door Warning System	B	1	0	(M) (O) May be inoperative provided: a) Door warning system is deactivated, b) A crewmember confirms by visual inspection that the Cargo Doors are latched and secured in the closed position and that the doors are not reopened again prior to departure, and c) The fasten seat belt signs remain on or the passengers are briefed prior to departure to remain seated with their seat belts fastened.	

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SYSTEM,
SEQUENCE NUMBERS & ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
71 POWERPLANT				
-60-01 Inertial Separator System	C	1	0	(M) (O) May be inoperative provided: a) Separator doors remain in the BYPASS position, and b) Aircraft is operated in accordance with performance section of POH/AFM.
-60-02 Inertial Separator Actuator	C	-	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions.
	C	2	0	May be inoperative provided: a) Inlet is placed in the BYPASS position prior to takeoff, b) Inlet remains in the BYPASS position for the entire flight, and c) Aircraft is operated in accordance with the performance section of the POH/AFM.