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

CESSNA T 303

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Log of Revisions

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ORIGINAL	12/ /82		
1	4/14/1986	ALL PAGES	
2	3/27/1989	ALL PAGES	
3	6/22/1989	HIGHLIGHTS OF REV. ,DEFINITIONS	
3	6/22/1989	PREAMBLE	
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Control Page

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Highlights of Change

The phrase "May be inoperative." in column 4, Remarks or Exceptions, when followed by no other conditions was deleted. By its inclusion in the MMEL, the item is allowed to be inoperative.

Some proviso's were reformatted to standardize with other MMEL's issued.

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Definitions

(Effective 10/2/89)

1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

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

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

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Definitions

(Effective 10/2/89)

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

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

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

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

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

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Definitions

(Effective 10/2/89)

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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Definitions

(Effective 10/2/89)

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

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

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

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

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

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

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Definitions

(Effective 10/2/89)

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

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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Definitions

(Effective 10/02/89)

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

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

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Preamble

(Effective 6/14/89)

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

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

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Preamble

(Effective 6/14/89)

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

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

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

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

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

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

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Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

- 21-1 (M) To assure that no fuel leaks or electrical fault exists.
- 21-4 (M) Procedure to determine failure will not affect other systems.
- 22-1 (M) Procedure to assure no electrical or mechanical fault exists that will have an adverse effect on any flight control.
- 22-2 (M) Procedure to assure no electrical or mechanical fault exists that will have an adverse effect on any flight control.
- 27-1 (M) Procedure to assure that no electrical or mechanical fault exists that will affect the trim system.
- 28-1 (O) Procedure to determine there is adequate fuel for the intended flight.
One reliable means for determining fuel quantity is to fill fuel tank and calculate fuel burn from full tanks.
- 31-2 (O) Operational procedure to record elapsed flight time.
- 32-1 (O) To provide the flight crew with a specific procedure to assure the aircraft will not move when unattended.
- 37-1 (M) Procedure to assure no mechanical problem exists as a result of pump failure that could have adverse effect on the engine operation.

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SYSTEM & SEQUENCE NUMBERS	Item 1.			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING						
1. Combustion Heater	C	1	0			*(M)May be inoperative.
2. Heater Vent Fan	C	1	0			*May be inoperative provided:
						a) Combustion heater is not operated on ground,
						b) Combustion heater is turned off prior to landing, and
						c) Defrost air is not required.
3. Vent Fan (Dorsal Fin)	C	1	0			*
4. Air Conditioner	C	1	0			*(M)

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT	C	1	0			*(M)As required by FAR.
1. Autopilot System	C	1	0			*(M)
2. Yaw Damper	C	1	0			

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SYSTEM & SEQUENCE NUMBERS	Item 1.				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS							
1. Communications System (VHF, HF, UHF)	C	-	-	-			*As required by FAR.
2. Cockpit Speaker	C	1	0	0			*May be inoperative provided two operative headsets are available to flight crew.
3. Audio Amplifier	C	1	0	0			*May be inoperative provided two operative headsets are available to flight crew.
4. Static Discharge Wicks	C	17	-	-			*No more than one may be damaged or missing on any one control surface.

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SYSTEM & SEQUENCE NUMBERS	Item	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25						
EQUIPMENT/FURNISHINGS						
1. Cockpit Shoulder Harness						Deleted, Rev. 4
2. Passenger Seat	C	-	0			*All may be inoperative provided:
						a) Affected seat does not block emergency egress to an aisle or exit, and
						b) Affected seat is blocked and placarded "Do Not Occupy".
						NOTE 1: A seat with an inoperative seatbelt or shoulder harness is considered to be inoperative.
						NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
3. Flotation Equipment	C	-	0			*As required by FAR.
4. Passenger Convenience Items		-	-			*Passenger convenience items, as expressed in the MMEL, are those related to passenger convenience, comfort or entertainment such as but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
5. ELT	C	1	0			*As required by FAR
	C	1	0			OR
						*May be inoperative for published scheduled flights in scheduled air carrier service.

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SYSTEM & SEQUENCE NUMBERS	Item 1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION 1. Portable Fire Extinguisher	B	-	-	*As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS						
1. Trim Tab Indicators (Aileron, Elevator, Rudder)	C	3	0			<p>*May be inoperative provided:</p> <ul style="list-style-type: none"> a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
2. Flap Position Indicator	C	1	0			<p>*May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flaps are visually checked for full travel and flap operation is not affected, b) Flaps are visually checked for proper setting prior to each departure, and c) A mechanical preselect feature is part of the flap switch.
3. Electric Elevator Trim System	C	1	0			<p>*(M)May be inoperative provided manual trim is operative and unaffected.</p>

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SYSTEM & SEQUENCE NUMBERS	Item 1.			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL						
1. Fuel Quantity Indicator	C	2	1			*(O)One may be inoperative provided a reliable means is established to determine that fuel quantity on board meets regulatory requirements for intended flight.

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION						
1. Pitot Heater	B	1	1	0		*May be inoperative provided: <ul style="list-style-type: none"> a) Passengers are not carried under IFR, and b) Aircraft is not operated in known or forecast icing conditions.
2. Propeller Anti-Ice System	C	1	1	0		*May be inoperative provided flight is not conducted in known or forecast icing conditions.
3. Windshield Anti-Ice System	C	1	1	0		*May be inoperative provided flight is not conducted in known or forecast icing conditions.
4. Wing and Stabilizer De-Ice System	C	1	1	0		*May be inoperative provided flight is not conducted in known or forecast icing conditions.
5. Stall Warning Unit Heater	C	1	1	0		*May be inoperative provided flight is not conducted in known or forecast icing conditions.

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

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SYSTEM & SEQUENCE NUMBERS	Item 1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR	C	1	0	0	*(O)
1. Parking Brake					

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS						
1. Anti-Collision Beacon Light System	B	1	0	*May be inoperative for day operations.		
2. Strobe Light System	C	1	0	*		
3. Position Lights	C	3	0	*May be inoperative for day operations.		
4. Cockpit and Instrument Light Systems	B	-	-	*May be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for expected conditions, and d) Lighting configuration at dispatch is acceptable to flight crew. 		
5. Landing Lights	C	2	0	*May be inoperative for day operations.		

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS	C	1	1	0	0	*May be inoperative for day operations.
6. Taxi Light	C	1	1	0	0	*May be inoperative for night operations provided both landing lights are operative.

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
1. Altimeters, Adjustable for Barometric Pressure	B	2	2	1	1	*May be inoperative on right side for day VMC. NOTE: Where a servoed electric altimeter is installed, a functioning pneumatic indicator is required.
2. Airspeed Indicators	C	2	2	1	1	*May be inoperative on right side for day VMC. NOTE: Where a servoed electric airspeed indicator is installed, a functioning pneumatic indicator is required.
3. Gyroscopic Pitch and Bank Indicator Systems	B	2	2	1	1	*May be inoperative on right side for day VMC.
4. Gyroscopic Rate of Turn / Slip Skid Indicators	B	2	2	1	1	*Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.
5. Gyroscopic Directional Indicator Systems	B	2	2	1	1	*May be inoperative on right side for day VMC.
6. Vertical Speed Indicators	B	2	2	0	0	*Must be operative on left side for IFR passenger carrying operations.
7. Transponder	C	1	1	0	0	*As required by FAR.
8. Navigation Equipment (VOR/ILS, LORAN, OMEGA/VLF,	C	-	-	-	-	*As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	Item 1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
9. Weather Radar/ Thunderstorm Detection Equipment	C	1	0		*As required by FAR.
10. Marker Beacon	C	1	0		*May be inoperative provided approach does not require its use.
11. DME	C	1	0		*As required by FAR.
12. RMI	C	1	0		*
13. Altitude Encoder	C	1	0		*As required by FAR.
14. Radar Altimeter	C	1	0		*
15. Flight Director	C	1	0		*
16. Altitude Alert/ Preselect	B	1	0		*
17. Nonstabilized Magnetic Compass	B	1	0		*May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
					OR
	B	1	0		*May be inoperative provided:
					a) Any combination of two stabilized gyro or INS stabilized compass systems are operative, and
					b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the en route

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SYSTEM & SEQUENCE NUMBERS	Item	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION 17. Nonstabilized Magnetic Compass (Continued)	B	1	0		OR *May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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

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SYSTEM & SEQUENCE NUMBERS	Item 1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37 VACUUM/PRESSURE	B	2	1	1	*(M)One may be inoperative for day VFR.

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61 PROPELLERS	C	1	0	*		
1. Propeller Synchrophaser	C	1	0	*		
2. Propeller Synchronization Meter	C	1	0	*		

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SYSTEM & SEQUENCE NUMBERS	Item 1.		2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING	C	1	0	*		
1. Economy Mixture Indicators (EGT) Dual Gauge						