



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: Original  
Date: 08/01/2017

## **Cirrus Design Corporation Vision SF50**

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Flight Operations Evaluation Board (FOEB)

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE
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The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/19/2017.

PAGE NO.	EXPLANATION OF CHANGE
All pages.	This is the original MMEL for the Cirrus Design Corporation Vision SF50.

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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS, in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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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 PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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## GUIDELINES FOR (M) AND (O) 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:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment Cirrus Design Corporation SF50 *(M) and (O) Procedures*, published by Cirrus Design Corporation.

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1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Bleed Bias Valve	C	1	0	(M)(O) May be inoperative provided: a) Defog Valve is deactivated in the DEFOG position, and b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen.  NOTE: ECS BIAS VALVE FAIL system message advisory and ECS DEFOG VALVE FAIL system message advisory will be displayed.	
-20-02	Defog System	C	1	0	(M)(O) May be inoperative provided: a) Defog Valve is deactivated in the DEFOG position, and b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen.  NOTE: ECS DEFOG VALVE FAIL system message advisory will be displayed.	



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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Cabin Pressurization System					
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by 14 CFR or below.  NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Cabin Pressurization System					
-02	For Operations at Altitudes Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON,</li> <li>c) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	CABIN PRESSURE DUMP Switch					
-01	For Operations at Altitudes Not Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be failed in the DUMP position provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared, and</li> <li>b) Aircraft is operated at cabin altitudes as required by 14 CFR or below.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 foot setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	CABIN PRESSURE DUMP Switch					
-02	For Operations at Altitudes Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be failed in the DUMP position provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>c) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	High Cabin Altitude Detector					
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by 14 CFR or below.  NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and if the switch is failed open the CABIN ALTITUDE HIGH warning message will be displayed.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	High Cabin Altitude Detector					
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON,</li> <li>c) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and if the switch is failed open the CABIN ALTITUDE HIGH warning message will be displayed.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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		4. REMARKS OR EXCEPTIONS	

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-01</b>	Air Conditioning System	<b>C</b>	<b>1</b>	<b>0</b>	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Air Conditioning System is deactivated, and</li> <li>b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).</li> </ul> <p>NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line replaceable units.</p>	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-02</b>	Air Conditioning System Inlet Door Actuator					
<b>-01</b>	Closed	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE 1: The Air Conditioning System will be inoperative.  NOTE 2: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line replaceable units.	
<b>-02</b>	Open	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in the open position.	



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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Temperature Control Valve (TCV)	C	1	0	(M)(O) May be inoperative provided: a) TCV is deactivated and confirmed OPEN, and b) Alternate procedures are established and used.  NOTE 1: The TCV CONTROL FAIL amber caution message will be displayed.  NOTE 2: TCV failure may result in inability to heat the cabin and/or defog the windscreen.	
-60-02	Cabin Zone Temperature Sensors	C	2	0	(O) May be inoperative provided TEMP BACKUP mode is verified operative.	
-60-03	Primary Anticipator (Duct Temperature Sensor)	C	1	0	(O) May be inoperative provided: a) Secondary anticipator is verified operative, and b) TEMP BACKUP mode is verified operative.  NOTE: The ECS CONTROL FAIL amber caution message will be displayed.	
-60-04	Secondary Anticipator (Duct Temperature Sensor)	C	1	0	(O) May be inoperative provided: a) Primary anticipator is verified operative, and b) TEMP BACKUP mode is verified operative.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-60-05</b>	Primary ECS Control Panel					
<b>-01</b>	FAN Control	<b>C</b>	<b>1</b>	<b>0</b>		
<b>-02</b>	TEMP BACKUP Switch	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>-03</b>	ECS DISABLE Switch	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Air Conditioning System is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 degrees F (29 degrees C).  NOTE: Power-on ground operations exceeding 30 minutes with an inoperative Air Conditioning System and ambient temperatures above 85 degrees F (29 degrees C) could lead to overheating, which may damage avionics line replaceable units.	
<b>-60-06</b> ***	Aft ECS Control	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Primary ECS Control Panel AFT CTRL switch is selected OFF.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Side Stick AP/TRIM DISC Button	C	2	1	One may be inoperative on the non-flying pilot side.	
-10-02 ***	Ruddervator Yaw Damper System	C	1	0	May be inoperative provided YAW DAMPER circuit breaker is pulled and collared.	
-20-01	Go-Around Button	C	1	0	May be inoperative provided Autopilot is disconnected for go-around.  NOTE: Missed approach guidance must be activated manually.	
-30-01	Throttle Servo	C	1	0	(O) May be inoperative provided: a) THROTTLE SERVO circuit breaker is pulled and collared, and b) Operations do not require its use.  NOTE: Throttle servo will be unavailable for friction lock, emergency descent mode, and CAPS deployment.	

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	VHF Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  NOTE: COM1 is the only VHF communication system that is powered by one of the critical busses listed above	
-50-01	Cockpit Overhead Communication Speaker	C	1	0	May be inoperative provided an operative Headset is available to the flightcrew for associated inoperative speaker.	
	Holder of an Air Carrier or Commercial Operator Certificate	-	-	-		
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
51-01	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
-01	Headset Boom Microphones	A	-	O	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-51-01	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Press-to-Talk Switches	D	2	1	(M) Copilot press-to-talk switch may be inoperative provided the button is verified failed open (non-transmitting).	
-50-04	Oxygen Mask Microphones	C	2	1	Any in excess of those required by 14 CFR may be inoperative.  NOTE: Pilot's Oxygen Mask Microphone must be operative.	
-60-01	Static Dischargers	C	10	8	May be missing or inoperative provided: a) At least one static discharger is operative on each aileron, b) At least one static discharger is operative on each ruddervator, and c) At least one static discharger is operative on the yaw SAS control surfaces.	
-90-01 ***	Iridium SATCOM System	D	1	0	May be inoperative provided procedures do not require its use.	
-90-02 ***	WiFi Datalink System	D	1	0		

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	External Power System	D	1	0		

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Pilot Seats					
-01		<b>C</b>	<b>2</b>	<b>1</b>	Right hand seat may be missing.	
-02	Seat Adjustment	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Affected Seat has failed in a LATCHED position that permits normal pilot visibility, b) Full, unobstructed flight control movement is available, c) Crewmember can reach all necessary controls and equipment while restrained, and d) Position of the affected seat is acceptable to the crewmember.	
-03	Seatbelt/Shoulder Harness	<b>B</b>	<b>2</b>	<b>1</b>	Right hand seatbelt/shoulder harness may be inoperative provided: a) Not required by 14 CFR, and b) Right hand seat is not occupied.	
-10-02	Cockpit Sun Visor System and/or Attach Mechanism	<b>D</b>	<b>4</b>	<b>0</b>	May be missing or inoperative provided pilot's field of vision is not obstructed.	



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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Second Row Passenger Seats					
-01	Passenger Seat	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to main aisle, and</li> <li>c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ul> NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
-02	Seat Controls (Recline/Fore Aft Adjustment)	D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.	
		D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the taxi, takeoff, and landing position.	
		D	-	-	May be inoperative provided affected seat is considered inoperative.	
-20-02 ***	Third Row Passenger Seats	D	2	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit, and</li> <li>b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ul> NOTE: A seat with an inoperative seat belt is considered inoperative.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
-20-03 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the 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 flightcrew and included in the operator's appropriate document.	
-50-01	Baggage Restraint Systems	C	1	0	May be inoperative or missing provided Baggage Compartment remains empty.	
-60-01	Emergency Locator Transmitter (ELT)					
-01		A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-02		A	1	0	May be missing provided repairs are made within 90 days.	
-03		D	1	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-04		D	1	-	Any in excess of those required by 14 CFR may be missing.	
-60-02	Remote Emergency Locator Transmitter (ELT) Switch	C	1	0	(M) May be inoperative provided: a) ELT switch is disconnected, and b) ELT is operative in the ARMED mode.	

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**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Smoke Goggles	D	2	0	May be inoperative or missing.	
-20-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) 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.	
-20-02	Engine Fire Extinguishers	B	2	1		

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Roll Trim Indication	C	1	0	(O) May be inoperative provided: a) Aileron Trim Tab is visually checked for full range of operation, b) Aileron Trim Tab operation is not restricted, and c) Aileron Trim Tab is positioned to NEUTRAL prior to each departure, and appropriate setting is VERIFIED by visual inspection.	
-30-01	Stall Warning Stick Shaker	B	1	0	(O) May be inoperative provided: a) STICK SHAKER circuit breaker is pulled and collared, b) Stall warning aural alert is verified operative prior to each departure, and c) Flight is conducted in accordance with the AFM CG limitations.	

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**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Fuel Filler Cap Locks	D	2	0	May be inoperative in the unlocked position provided fuel cap is operative.	
-40-01	Fuel Temperature Indication	C	1	0	May be INOPERATIVE provided: a) Both OAT probes are operative, and b) Operations are conducted at OAT >-40 degrees F/ -40 degrees C.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Wing and Stabilizer Ice Protection System	C	1	0	May be inoperative provided: a) WING STAB ICE PROTECT switch is selected OFF, and b) Aircraft is not operated in known or forecast icing conditions.	
-20-01	Engine Inlet Ice Protection System					
-01		C	1	0	(O) May be failed ON provided: a) System pressure is verified to be regulated normally, 15-24 psig, b) Aircraft is operated at outside air temperatures < 50 degrees F (+10 degrees C), and c) ENGINE IPS switch is ON at all times when engine is running.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine Inlet Ice Protection System					
-02		C	1	0	(O) May be failed OFF provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations.  NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON.	
20-02	Engine Inlet Ice Protection System Temperature Sensor					
-01		C	1	0	May be inoperative provided engine inlet ice protection system pressure sensor is verified operative.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-02</b>	Engine Inlet Ice Protection System Temperature Sensor					
<b>-02</b>		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations.  NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON.	
<b>-20-03</b>	Engine Inlet Ice Protection System Pressure Sensor	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be failed OFF provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations.  NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON.	



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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	TT2 Heater System	C	2	0	<p>May be inoperative, failed off, provided:</p> <ul style="list-style-type: none"> <li>a) Aircraft is not operated in IMC,</li> <li>b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less, and</li> <li>c) Aircraft is not operated in known or forecast icing conditions.</li> </ul> <p>NOTE: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON.</p>	
-30-01	Pitot Heaters	B	2	1	<p>Right pitot heater may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Aircraft is not operated in IMC,</li> <li>b) Flight is not conducted in visible moisture,</li> <li>c) Aircraft is not operated in known or forecast icing conditions,</li> <li>d) Left pitot heater is verified operative, and</li> <li>e) Pitot heater is not required by 14 CFR.</li> </ul> <p>NOTE 1: Left pitot heater is powered by the Emergency Bus.</p> <p>NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT switch is ON.</p>	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-30-02</b>	Pitot Heat Indication System	<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Both pitot heaters are verified operative.  NOTE: PROBE HEAT FAIL L and/or PROBE HEAT FAIL R amber caution messages will be displayed when PROBE HEAT switch is ON.	
<b>-30-03</b>	Angle of Attack (AOA) Sensor Heater System	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight days.	
<b>-30-04</b>	Angle of Attack (AOA) Sensor Heat Indication System	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight days.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Windshield Ice Protection System	C	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-40-02	Windshield Ice Protection Fluid Quantity Indication	C	1	0	(O) May be inoperative provided fluid reservoir is verified full prior to flight.  NOTE: IPS FLUID QUANTITY FAIL system message advisory will be displayed.	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Flight Hours Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-02	Hobbs (Engine Run) Meter	C	1	0	(O) May be inoperative provided engine run time is tracked by alternate means.	
-30-03	Recoverable Data Module (RDM)					
-01	Holders of an Air Carrier or Commercial Operator Certificate  Operators Other Than Holders of an Air Carrier or Commercial Operator Certificate	C	1	-	Any in excess of those required by 14 CFR may be inoperative.	
-02		C	1	-	Any in excess of those required by 14 CFR may be inoperative.	
-03		A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit/Flight Deck and Instrument Lighting System					
-01		C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Compartment Lighting					
-01		C	27	-	Individual Lights may be inoperative for Night operations provided sufficient lighting is operative for the crew to perform required duties.	
-02		D	27	0	May be inoperative for operations between sunrise and sunset.	
-30-01	Baggage Compartment Lighting System	D	1	0		
-40-01	Exterior Convenience Lighting					
-01		D	10	0	May be inoperative for operations between sunrise and sunset.	
-02		D	10	0	(O) May be inoperative for Night operations provided alternate procedures are established and used.	
-40-02	Landing Lights					
-01		C	4	0	May be inoperative for operations between sunrise and sunset.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Landing Lights					
-02		C	4	0	May be inoperative provided not required by 14 CFR.	
-03		C	4	1	May be inoperative provided at least one wingtip landing light is operative.	
-40-03	Landing Lights Traffic Pulse Mode	C	1	0		
-40-04	Position (Navigation) Lights	C	3	0	May be inoperative between sunrise and sunset.  NOTE: A position light is considered inoperative when a single LED is failed.	
-40-05	Ice Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Standby Attitude and Air Data Module					
-01		C	1	0	May be inoperative provided not required by 14 CFR.	
-02		B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-10-01	Primary Air Data Computers	C	2	1	The second primary air data computer (GDC#2) may be inoperative provided: a) The MD302 standby unit is OPERATIVE, b) There are no associated SFD miscompare alerts active, and c) Both L and R pitot probe heaters are OPERATIVE.  NOTE 1: GDC#1 is powered by the Emergency Bus.  NOTE 2: Pulling the AHRS 2/ADC 2 circuit breaker results in loss of Primary Air Data Computer #2, Primary Attitude and Heading Reference Computer #2, and Magnetometer #2.	



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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Outside Air Temperature (OAT) Sensors	C	2	1	OAT sensor #2 may be inoperative.  NOTE: OAT sensor #1 data is provided to GDC#1, which is powered by the Emergency Bus.	
-20-01	Primary Attitude and Heading Reference Systems (AHRS)	C	2	1	The second primary attitude and heading reference system (GRS#2/GMU#2) may be inoperative provided: a) MD302 standby unit is OPERATIVE, and b) No associated SFD miscompare alerts are active.  NOTE 1: GRS#1/GMU#1 is powered by the Emergency Bus.  NOTE 2: Pulling the AHRS 2/ADC 2 circuit breaker results in loss of Primary Attitude and Heading Reference Computer #2, Magnetometer #2, and Primary Air Data Computer #2.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-40-01</b> ***	Traffic Collision Avoidance System (TCAS-I)					
<b>-01</b>		<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
<b>-02</b>		<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>-40-02</b> ***	Weather Radar System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Not required by 14 CFR, and b) RADAR circuit breaker is pulled and collared.	
<b>-40-03</b> ***	Enhanced Vision System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided EVS circuit breaker is pulled and collared.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-50-01</b>	ATC Transponder					
<b>-01</b>		<b>B</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Operations do not require its use, b) Circuit breaker for affected Transponder is pulled and collared, and c) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
<b>-02</b> ***		<b>D</b>	<b>-</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>-50-02</b> ***	Distance Measuring Equipment (DME) System	<b>D</b>	<b>1</b>	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative provided DME circuit breaker is pulled and collared.	
<b>-50-03</b> ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
<b>-50-04</b> ***	SiriusXM Weather and Satellite Radio System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided XM DATA circuit breaker is pulled and collared.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Oxygen Supply Pressure Indication (Synoptic)					
-01	For Operations at Altitudes Requiring Oxygen	C	1	0	(O) May be inoperative provided an acceptable method is used to confirm that adequate oxygen is available for the intended flight.	
-02	For Operations at Altitudes Not Requiring Oxygen	C	1	0	May be INOPERATIVE provided aircraft is operated at cabin altitudes as required by 14 CFR or below.	
-00-02	Oxygen Supply Pressure Gauge					
-01	For Operations at Altitudes Requiring Oxygen	C	1	0	(O) May be inoperative provided Oxygen Supply Pressure Indication (Synoptic) is operative.	
-02	For Operations at Altitudes Not Requiring Oxygen	C	1	0	May be INOPERATIVE provided aircraft is operated at cabin altitudes as required by 14 CFR or below.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Copilot (Right Seat) Crew Oxygen Mask					
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	May be INOPERATIVE provided: a) Operations do not require a second in command, b) Mask is placarded "INOPERATIVE", and c) Seat 2 is placarded "DO NOT OCCUPY" and remains unoccupied at all times.	
-02	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by 14 CFR or below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passenger is appropriately briefed.	
-20-01 ***	Passenger Oxygen System (Baseline System)					
-01	For Operations at Altitudes Requiring Oxygen	D	1	0	May be INOPERATIVE provided: a) Operations do not require a second in command, and b) No cabin occupants are carried.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-01</b> ***	Passenger Oxygen System (Baseline System)					
<b>-02</b>	For Operations at Altitudes Not Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by 14 CFR or below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passengers are appropriately briefed.	
<b>-20-02</b> ***	Passenger Oxygen System (Optional Upgrade System)					
<b>-01</b>	For Operations at Altitudes Requiring Oxygen	<b>D</b>	<b>1</b>	<b>0</b>	May be INOPERATIVE provided no cabin occupants are carried.	
<b>-02</b>	For Operations at Altitudes Not Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Aircraft is operated at cabin altitudes as required by 14 CFR or below, b) CABIN PRESSURE DUMP switch is verified operative, and c) Passengers are appropriately briefed.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-03</b> ***	Passenger Oxygen Mask, Copilot Position					
<b>-01</b>	For Operations at Altitudes Requiring Oxygen	<b>D</b>	<b>1</b>	<b>0</b>	May be INOPERATIVE provided: a) Operations do not require a second in command, b) Mask is placarded "INOPERATIVE", and c) Seat 2 is placarded "DO NOT OCCUPY" and remains unoccupied at all times.	
<b>-02</b>	For Operations at Altitudes Not Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by 14 CFR or below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passenger is appropriately briefed.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>-20-04</b>	Passenger Oxygen Masks (Seats 3, 4, 5, 6, 7)					
<b>-01</b>	For Operations at Altitudes Requiring Oxygen	<b>D</b>	<b>5</b>	<b>0</b>	(M)(O) May be INOPERATIVE provided: a) Affected mask is placarded "INOPERATIVE", and b) Affected seat is placarded "DO NOT OCCUPY" and remains unoccupied at all times.	
<b>-02</b>	For Operations at Altitudes Not Requiring Oxygen	<b>C</b>	<b>5</b>	<b>0</b>	(M) May be inoperative provided: a) Aircraft is operated at cabin altitudes as required by 14 CFR or below, b) CABIN PRESSURE DUMP switch is verified operative, and c) Passengers are appropriately briefed.	



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**MMEL TABLE KEY**

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Ground Fan	B	1	0	(O) May be inoperative provided: a) BLEED AIR switch is in the OFF/FRESH position for ground operations, takeoff, and landing, b) WING/STAB IPS switch is in the OFF position for ground operations, takeoff, and landing, and c) Ground operations, takeoff, and landing are not conducted in known or forecast icing conditions.	
-10-02	Bleed Leak Detector	C	1	0	(O) May be inoperative provided Boot Air Press indication on ICE PROTECTION synoptic and Bleed Pressure indication on ENVIRONMENTAL synoptic are operative and are periodically monitored during flight.	

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**MMEL TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Passenger Entry Door Key Lock	D	1	0	(O) May be inoperative in unlocked position provided pilot confirms by visual inspection that both handle stowage springs are operative.	
-10-02	Main Passenger Entry Door Seal					
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by 14 CFR or below.  NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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**MMEL TABLE KEY**

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2. NUMBER INSTALLED

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Main Passenger Entry Door Seal					
-02	For Operations at Altitudes Requiring Oxygen	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON,</li> <li>c) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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**MMEL TABLE KEY**

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Emergency Exit Door Seal					
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON, and</li> <li>c) Aircraft is operated at cabin altitudes as required by 14 CFR or below.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	

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**MMEL TABLE KEY**

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Emergency Exit Door Seal					
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN PRESS 1 circuit breaker is pulled and collared,</li> <li>b) CABIN PRESSURE DUMP switch is selected ON,</li> <li>c) Aircraft is operated at 25,000 feet cabin altitude or below, and</li> <li>d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR.</li> </ul> NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude.  NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits Emergency Descent Mode.	
-30-01	Baggage Compartment Door Seal	C	1	0		

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4. REMARKS OR EXCEPTIONS

**73. ENGINE FUEL AND CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine FADEC System (System Faults)	A	-	-	May be dispatched with system TLD faults provided repairs are made in accordance with the times established in Cirrus Vision SF50 Airplane Maintenance Manual and Williams FJ33-5A Line Maintenance Manual.	
-30-01	Fuel Flow Indication	C	1	0	May be inoperative provided fuel quantity indications are operative.	