

Revision: ORIGINAL
Date: 08/26/2009

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

NON-TURBINE SINGLE ENGINE AIRPLANES

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U.S. DEPARTMENT OF TRANSPORTATION

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FEDERAL AVIATION ADMINISTRATION

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Log of Revisions

Rev No.	Date	Page Numbers	Initials
ORIGINAL	08/26/2009	<p data-bbox="609 380 771 413">ALL PAGES</p> <p data-bbox="609 447 1206 779">NOTE: This MMEL for "GENERIC NON-TURBINE SINGLE ENGINE AIRPLANES" replaces the airplane portion of the generic "SINGLE ENGINE AIRCRAFT" MMEL dated 10/04/2004 which combined airplanes and rotorcraft. A separate MMEL for "GENERIC NON-TURBINE SINGLE ENGINE ROTORCRAFT" has also been developed.</p> <p data-bbox="716 816 1190 978">This Generic Non-Turbine Single Engine Airplane MMEL cannot be used for an airplane that already has its own specific (by Make/Model) MMEL.</p>	

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Control Page

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HIGHLIGHTS OF CHANGE

ORIGINAL MMEL – See NOTE on page II.

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AIRCRAFT: NON-TURBINE SINGLE ENGINE AIRPLANES	REVISION NO: 11 DATE: 09/11/2006	PAGE NO: V	
DEFINITIONS			

Definitions

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions", and from current FAA MMEL Policy Letter 70, "Definitions Required In MELs".

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PREAMBLE Effective 06/14/1989			

Preamble

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or current FAA Policy Letter 36, entitled "14 CFR Part 91 MEL Approval & Preamble", for Part 91 MEL approvals.

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)	Maintenance procedure to ensure the Air Conditioner does not have an adverse affect on engine operation or pressurization.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
23-4-A	(O)	Operations procedure to specify how passengers will be briefed.
23-6	(O)	Operations procedure to ensure remaining Long Range Communications System(s) operate(s) normally.
23-7-B	(M)	Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.
25-2-A	(M)	Maintenance procedure to ensure Seat is secured and immovable in the full UPRIGHT position. Applies to both provisos.
27-3	(M)	Maintenance procedure to ensure Manual Trim is not affected.
28-1	(O)	Operations procedure to ensure quantity of fuel on board meets the regulatory requirement for the intended flight and fuel balance is maintained.
31-2	(O)	Operations procedure to record flight time.
32-1	(O)	Operations procedure to prevent movement of the airplane when stopped or parked.
34-17	(M)	Maintenance procedure to deactivate and secure the System. Applicable to both provisos.
34-18	(M)	Maintenance procedure to deactivate and secure the System. Applicable to both provisos.

Guidelines for (O) & (M) Procedures

- | | | |
|---------|-----|--|
| 34-18-B | (O) | Operations procedure to ensure TA ONLY Mode is selected and enroute or approach procedures do not require its use. |
| 34-18-C | (O) | Operations procedure to ensure all RA Display and audio functions are operative and enroute or approach procedures do not require its use. |
| 34-19-A | (O) | Operations procedure to establish alternate procedures. |
| 34-21-A | (O) | Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, procedures are established and used to verify status and suitability of Navigation Facilities used to define the proposed route of flight, and approach Navigation Radios are manually tuned and identified. |
| 46-1-A | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-B | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-C | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-D | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the airplane. |
| | (O) | Operations procedure to ensure alternate procedures are established and used. |

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
1. Air Conditioner (Vapor- *** Cycle)	C	1	0	(M)	
2. Fresh Air Vent	C	-	1		
3. Vent Blower System	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTOPILOT					
1. Autopilot	C	-	0		(M) May be inoperative provided operations do not require its use.
2. Autopilot Disconnect Functions (Quick Release Controls)	C	-	-		One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.
	B	-	0		May be inoperative provided autopilot is not used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
1. Communications System (VHF And UHF)	D	-	-		Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.
2. Cockpit Speaker (Including Audio Amplifier)	C	1	0		As required by 14 CFR.
3. Intercom System ***					
A) Pilot	C	1	0		
B) Cabin	D	-	0		
4. Passenger Address System (PA) ***					
A) Passenger Configuration	C	1	0		(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0		NOTE: Any station function(s) that operate(s) normally may be used.
B) Cargo Configuration	D	1	0		May be inoperative provided procedures do not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
5. *** Microphones (Boom or Hand)	C	-	-		Any in excess of those required by 14 CFR may be inoperative.
6. *** High Frequency (HF) Communication System	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
	C	-	1		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF Communications unless otherwise authorized by the appropriate ATS facilities.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
7. Emergency Locator Transmitter (ELT)					
A) Survival Type ELTs	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
B) Fixed ELTs ***	A	-	0		(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0		May be missing provided repairs are made within 90 days.
	D	-	-		(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
	D	-	-		Any in excess of those required by 14 CFR may be missing.
8. Yoke Mounted Push-To-Talk Switch	C	-	-		May be inoperative provided a hand microphone is available and operative.
9. Satellite Communications ***	D	-	-		

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

1. Standby Electrical
System

C

-

0

May be inoperative provided aircraft is
not operated IFR.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
1. Cockpit Shoulder Harness	C	-	1		May be inoperative on side not used by the pilot provided seat is not occupied.
2. Passengers Seat(s)	D	-	-		May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "Do Not Occupy". NOTE: A seat with an inoperative seat belt is considered inoperative.
A) Recline Mechanism	D	-	-		(M) May be inoperative and seat occupied provided Seat is secured in the full upright position.
	C	-	-		(M) May be inoperative and Seat occupied provided Seat Back is immovable in full upright position.
3. Flotation Equipment ***	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
4. Emergency Medical Equipment ***	D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
5. Non-Essential *** Equipment & Furnishings (NEF)		-	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
6. Stretcher Securing *** System	C	-	0		May be inoperative provided stretcher is not carried.
7. "Fasten Seat Belt While Seated" Sign Or Placard	C	-	-		One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
8. Cargo Restraint Systems	C	-	-		May be inoperative or missing provided cargo area remains empty.

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1. SYSTEM,
SEQUENCE NUMBERS &
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

1. Portable Fire
Extinguisher

D

-

-

Any in excess of those required by 14
CFR may be inoperative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
27 FLIGHT CONTROLS					
1. Trim Tab Position Indicators (Rudder, Aileron, And Elevator)	C	3	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral (or recommended setting) prior to each departure and appropriate setting is verified by visual inspection.	
2. Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel, b) Flap operation is not restricted, and c) Flaps are visually checked for proper setting prior to each departure.	
3. Electric Elevator Trim System ***	C	1	0	(M) May be inoperative provided manual trim is unaffected. NOTE: Autopilot, if installed, may be affected.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL 1. Fuel Quantity Indicators	C	-	1	(O) May be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for flight, and b) Procedures are established to ensure fuel balance.		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE & RAIN PROTECTION					
1. Pitot Heater	B	1	0	May be inoperative provided: a) Aircraft is not operated in IFR passenger carrying operations, and b) Aircraft is not operated in known or forecast icing conditions.	
2. Surface Deicing System (Wing, Vertical And Horizontal Stabilizer) ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3. Propeller Anti-Ice System ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4. Windshield Anti-Ice System ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
31 INDICATING/ RECORDING SYSTEMS					
1. Clock With Sweep Second Hand Or Electric Digital Clock	C	-	0	May be inoperative for VFR flight.	
2. Hour Meter ***	C	1	0	(O)	
3. Elapsed Timer ***	D	-	0		

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1. SYSTEM,
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

1. Parking Brake

C

1

0

(O)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
1. Cockpit/Instrument Lighting System	C	-	-		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.
2. Cabin Lights Systems	C	-	-		
3. Anti-Collision Beacon Light System	D	1	0		May be inoperative provided aircraft is not operated at night.
	B	1	0		May be inoperative provided strobe light system is operative. NOTE: Strobe light system must be certificated as an anti-collision light system.
4. Strobe Light System ***	C	1	0		
5. Landing Lights	C	-	0		May be inoperative provided aircraft is not operated at night.
6. Position Lights	C	3	0		May be inoperative provided aircraft is not operated at night.
7. Taxi Light	C	-	0		May be inoperative provided aircraft is not operated at night.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
8. Wing Ice Light ***	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) A portable lamp/light of adequate capacity for wing and/ or control surface inspection is available for night operations.	
9. Search Light ***	C	-	0		
10. Cockpit Dome Light ***	C	-	0	May be inoperative provided flashlight is carried for night operation.	
11. External Utility/ *** Courtesy Lights	D	-	0		
12. Baggage Compartment *** Lights	D	-	0		
13. Recognition Lights ***	D	-	0		
14. Tail Logo Lights ***	D	-	-		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
1. Vertical Speed Indicator	B	1	0		May be inoperative except for IFR operations.
2. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
3. Long Range Navigation Equipment (GPS, RNAV, LORAN)	C	-	-		As required by 14 CFR.
4. VHF Navigation Equipment					
A) VOR	C	-	0		As required by 14 CFR.
B) ILS					
1) Glideslope	C	-	0		As required by 14 CFR.
2) Localizer	C	-	0		As required by 14 CFR.
					NOTE: Associated glideslope must also be considered inoperative.
5. Weather Radar/Thunderstorm Detection Equipment	C	1	0		As required by 14 CFR.
6. Marker Beacon	C	1	0		May be inoperative provided approach procedure does not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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34 NAVIGATION					
7. Flight Director ***	C	1	0		May be inoperative provided command bar is parked out of view.
8. Altitude Alerting *** System	C	-	0		
9. Altimeter, Adjustable For Barometric Pressure	C	-	1		May be inoperative on right side provided second in command is not required.
10. Airspeed Indicator	C	-	1		May be inoperative on right side provided second in command is not required.
11. Gyroscopic Pitch & Bank Indicator System	C	-	1		May be inoperative on right side provided second in command is not required.
12. Gyroscopic Directional Indicator System	C	-	1		May be inoperative on right side provided second in command is not required.
13. Radar Altimeter ***	C	1	0		
14. Distance Measuring Equipment (DME) Systems	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
15. Automatic Direction Finding (ADF) System	C	1	0		
16. Radio Magnetic *** Indicator System	C	1	0		

1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

17. Traffic Alert And
*** Collision Avoidance
System (TCAS I)

B

-

0

(M) May be inoperative provided:
a) System is deactivated and secured, and
b) Enroute or approach procedures do not require its use.

C

-

0

(M) May be inoperative provided:
a) Not required by 14 CFR,
b) System is deactivated and secured, and
c) Enroute or approach procedures do not require its use.

18. Traffic Alert And
Collision Avoidance
System (TCAS II)

B

-

0

(M) May be inoperative provided:
a) System is deactivated and secured, and
b) Enroute or approach procedures do not require its use.

C

-

0

(M) May be inoperative provided:
a) Not required by 14 CFR,
b) System is deactivated and secured, and
c) Enroute or approach procedures do not require its use.

A) Combined Traffic Alert
(TA) And Resolution
Advisory (RA) Dual
Display System(s)

C

2

1

May be inoperative on the non-flying pilot side provided:
a) TA and RA visual display is operative on the flying pilot side, and
b) TA and RA audio function is operative on the flying pilot side.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
18. Traffic Alert And Collision Avoidance System (TCAS II) (Continued)					
B) Resolution Advisory (RA) Display System(s)	C	2	1		May be inoperative on non-flying pilot side.
	C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
C) Traffic Alert (TA) Display System(s)	C	-	0		(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
D) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
E) Airspace Selection *** Function	C	-	0		

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19. Class C TAWS Equipment					
A) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
20. Traffic Information System/Traffic Alert System (TIS/TAS/ TCAD)	D	-	0		
21. Navigation Management System					
A) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and a) Approach navigation radios are manually tuned and identified.	
22. Standby Attitude Indicator ***	C	-	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.	

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
23. Automatic Dependent *** Surveillance-Broadcast (ADS-B) System	D	-	0	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.
A) Link And Display *** Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
B) Cockpit Display And *** Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
C) CDTI Control Panel ***	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
D) Data Link *** Transmitter(s)	D	-	0	
E) Data Link Receivers ***	D	-	0	
24. Satellite Weather *** System	D	-	-	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
2. Oxygen System	C	-	0	May be inoperative provided the aircraft remains at or below 10,000 feet MSL.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

37 VACUUM

1. Vacuum Pump

C

-

-

Any in excess of those required by 14 CFR may be inoperative.

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

46 INFORMATION SYSTEMS

1. Electronic Flight Bag
*** Systems (EFBs)

A) Class 3 EFBs

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program or document which operates normally may be used.

D

-

0

May be inoperative provided procedures do not require its use.

B) Data Connectivity
*** (Class 2)

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

C) Power Connection
*** (Class 1 & 2)

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

D) Mounting Device
*** (Class 2)

C

-

0

(M)(O) May be inoperative provided:
a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and
b) Alternate procedures are established and used.

(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
46 INFORMATION SYSTEMS					
1. Electronic Flight Bag *** Systems (EFBs) (Continued)					
D) Mounting Device *** (Class 2) (Continued)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
1. Cabin Door Warning *** Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, b) "Fasten Seat Belt" sign remains ON, and c) A flight crewmember briefs the passengers prior to each departure to leave their seat belts fastened the entire flight.	
2. Cabin Door Seal (Non-Pressurized Aircraft Only)	C	-	0	May be inoperative provided door operation is not affected.	

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
CONTROLS

1. Engine FADEC System

A

1

0

May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

1. Exhaust Gas
*** Temperature System
(EGT)

C

1

0