



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

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# Master Minimum Equipment List

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Revision: ORIGINAL  
Date: 05/10/2011

OMA SUD SPA  
Sky Technologies

**SKYCAR**

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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Log of Revisions

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## Control Page

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HIGHLIGHTS OF CHANGE

ORIGINAL

All pages.

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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			

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.

## Guidelines for (O) &amp; (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:

- |        |   |
|--------|---|
| 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   | (O) Operations procedure to ensure passengers are briefed prior to departure.   |
| 32-1   | (O) Operations procedure to prevent aircraft movement.  |
| 34-6-1 | (O) Operations procedure to establish alternate procedures.   |
| 34-6-2 | (O) Operations procedure to establish alternate procedures.   |

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
	C	2	0		
21 AIR CONDITIONING					
1. Fan/Heater	C	2	0		May be inoperative provided: a) Use of Heater or Windshield Defogging is not required on the ground, and b) Flight is not conducted in known or forecast icing conditions.

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FEDERAL AVIATION ADMINISTRATION					
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22	AUTOPILOT				
1.	Autopilot	C	1	0	(M) May be inoperative provided operations do not require its use.
2.	A/P Disconnection Switch	C	1	0	A/P must be considered inoperative.
3.	A/P Disconnection Warning	C	1	0	A/P must be considered inoperative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Equipment (VHF)	C	2	-	Any in excess of those required by 14CFR may be inoperative provided it is not powered by the Emergency Bus.
2. Voice Activated Interphone System	C	1	0	May be inoperative provided Cabin Speaker and PA Function are available.
3. Cabin Speaker (Function)	C	1	0	May be inoperative provided PA Function is available.
4. Passenger Address (PA) System				
1) Passenger/s on Board	B	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Cabin communications will be provided by the Interphone (possible only for a maximum of four occupants in the aircraft) or by the plain voice.
2) Passenger/s not on board	B	1	0	

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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. Engine Monitoring  
System (EMS) Voltage  
Indicator

B

1

1

Use the operative EMS Voltage  
Indicator.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Safety Belt and Shoulder Harness	B	5	-	Right and Rear Row Seats may be inoperative provided the Seat/s remain/s unoccupied.
2. Passenger/s and Co- Seats	C	4	-	All (See Note 1) may be inoperative provided: a) Affected Seat does not block an Emergency Exit, and b) Affected Seat is blocked and placarded "DO NOT OCCUPY".  NOTE 1: Co-pilot Seat may be inoperative only for single pilot operations.  NOTE 2: A Seat with an inoperative Seat Belt or Shoulder Harness is considered to be inoperative.  NOTE 3: A Seat with an inoperative Recline Mechanism is considered to be inoperative if the Seat Back cannot be secured in the UPRIGHT POSITION.
3. First Aid Kit	D	1	-	Any in excess of those required by 14CFR may be incomplete or missing provided required distribution is maintained.
4. Emergency Locator Transmitter (ELT)	C	1	0	As required by 14CFR.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
1. Pitch Trim Servos	C	2	1	If the Primary Servo is inoperative, A/P may be engaged but the A/P Automatic Trim Function is not available.

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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. Engine Monitoring  
System (EMS) Fuel  
Flow Indicator

C

2

1

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 for VFR operations.	
2. Pitot Heater Caution Light	B	1	0	May be inoperative for VFR operations.	
3. Alternate Air Static Source	C	1	0	May be inoperative for VFR operations.	
4. Stall Warning Heat System	C	1	0	May be inoperative for VFR operations.	

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

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

2

1

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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

32 LANDING GEAR

1. Parking Brake

C

1

0

(O)

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

1. Cockpit And  
Instruments 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. Anti-Collision Lights  
(LED)

1) VFR Day

B

72

0

2) VFR Night And IFR

B

72

-

A minimum of 36 are required.

3. Position Lights  
(LED)

1) VFR Day

B

18

0

2) IFR Day

B

18

-

A minimum of 9 are required provided at least 3 are available for each color.

4. Taxi Lights (LED)

B

28

0

5. Landing Lights  
(LED)

1) VFR Day

B

28

0

2) IFR Day

B

28

-

A minimum of 14 are required.

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
33 LIGHTS				
6. Map Light	C	1	0	May be inoperative for VFR day operations.
7. Cabin Light	C	2	0	
8. Chart Holder Light	C	1	0	May be inoperative for VFR and IFR day operations.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Air Data Computer (ADC)	B	2	1	In case of failure of ADC#1, the A/P will be inoperative.  IFR operation with 1 ADC must be conducted only in VMC.
2. Attitude Heading Reference System (AHRS)	B	2	1	The A/P will be inoperative.  IFR operation with 1 AHRS must be conducted only in VMC.
3. Navigation Equipment				
1) VOR	C	2	-	Only VHF/NAV#2 may be inoperative, provided GPS and DME are available.
2) ILS		2	0	May be inoperative provided approach procedures are not predicated in its use.
3) GPS WAAS		1	0	May be inoperative provided both VHF/NAV and the DME are available.
4. Marker Beacon Receiver	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
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION					
5. DME	C	1	0		May be inoperative provided flight operations does not require its use.
6. Terrain Awareness Warning System (TAWS)					
1) Modes 1 And 3	A	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2) Advisory Callouts	C	-	0		(O) May be inoperative provided alternate procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
1. Cargo Door Unlocked Light (External Doors Panel)	C	1	0		Cargo Door must be verified to be CLOSED and LOCKED and "CARGO DOOR OPEN" Caution Light must be turned OFF.
2. Emergency Door	C	1	0		May be inoperative provided: a) The Airplane is used for single pilot operations, b) Door is verified CLOSED and LOCKED, c) Right Emergency Window functionality is guaranteed, and d) If passengers are to be carried, a maximum of two passengers are seated in REAR ROW.
3. Cargo Door	C	1	0		Rear Door must be verified to be CLOSED and LOCKED.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. EGT Bars	C	8	2	At least one EGT Bar per Engine must be operative.
2. CHT Bars	C	8	2	At least one CHT Bar per Engine must be operative.