



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

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# Master Minimum Equipment List (MMEL)

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Revision: 9  
Date: 04/07/2020

## **Textron Aviation Cessna Models 310 and 320**

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PAGE NO. I

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	05/23/1979	Original issue.
1	01/13/1982	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 24-1, 25-1, 27-1, 29-1, 30-1, 33-1, 37-1.
2	09/08/1982	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 29-1.
3	11/18/1982	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 22-1, 27-1, 28-1, 30-1, 34-1.
4	01/14/1985	All pages.
5	04/26/1989	All pages.
6	06/22/1989	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble.
7	06/06/1990	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 23-1, 25-1, 27-1, 30-1, 33-1, 34-2, 37-1.
7a	02/08/1991	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 34-3.
7b	07/23/1992	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 21-1, 22-1, 23-1, 25-1, 25-2, 26-1, 27-1, 28-1, 31-1, 32-1, 33-1, 33-2, 34-1 thru 3, 61-1, 77-1.
7c	02/15/1996	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 34-1 thru 6, 35-1, 37-1, 61-1, 77-1.
8	11/22/2002	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1 thru 3, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 30-2, 31-1, 32-1, 33-1, 34-1 thru 9, 35-1, 37-1, 61-1, 77-1.
9	04/07/2020	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1 thru 3, 24-1, 25-1 thru 4, 26-1, 27-1, 28-1 thru 2, 30-1 thru 2, 31-1, 32-1, 33-1 thru 2, 34-1 thru 4, 34-6 thru 13, 35-1, 61-1.

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**HIGHLIGHTS OF CHANGE**

The following are the Highlights of Changes for **Revision 9**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
General	Modified all proviso numbering for consistency and to match current MMEL standards. Not indicated with change bars.
General	All pages changed to reflect change in TC holder name on TCDS 3A10.
General	All relief items renumbered to FAA JASC system.
THROUGHOUT	Updated all "FAR" references throughout to "14 CFR".
21-1	All items revised/updated.
22-1	All items revised/updated.
23-1 thru 2	Items 00-01, 10-01, 50-01 thru 03, and 23-04: Reliefs revised/updated.
23-2	Item 23-07: Item deleted.
24-1	Items 21-02 and 25-02: Reliefs revised/updated.
25-1 thru 4	All items revised/updated.
26-1	Item 12-01: Moved above Item 22-01.
27-1	Item 31-01: Revised relief.  Item 70-01: New relief added.
28-1 thru 2	All items revised/updated. New reliefs added.
30-1 thru 2	All items revised/updated. New reliefs added.
31-1	Item 20-02: Item name updated. Revised relief.
32-1	Item 42-01: Item name updated.
33-1 thru 2	All items revised/updated. New reliefs added.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
34-1 thru 4	Items 14-01, 14-02, 16-01, 16-02, 21-01, 22-01, 23-01, 24-01, 25-01, 31-01, 34-01: New items added. Old items deleted.
34-6	Item 34-21, 02: Added (O) procedure.
34-7	Item 34-21, 06: Revised relief.
34-7 thru 13	Items 42-01 thru 61-01: New items added.
35-1	All items revised/updated. New reliefs added.
61-1	Items 21-01 & 23-01: Revised numbering and added "****".

### **Definitions**

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

### **Preamble**

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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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 (STC) 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:

SEQUENCE NO.	PROCEDURE
21-40-01	(M) Maintenance procedure to ensure no fuel leaks or mechanical or electrical faults exist which could have an adverse effect on aircraft operations.
21-40-02	(O) Operations procedure to record heater time.
21-50-01	(M) Maintenance procedure to ensure no mechanical or electrical faults exist which could have any adverse effect on aircraft operations.
22-10-01	(M) Maintenance procedure to ensure no electrical or mechanical fault exists which could have any adverse effect on any flight control function.
22-10-02-01	(M) Procedure to deactivate the yaw damper.
22-10-02-02	(M) Procedure to deactivate the yaw damper.
22-10-03	(O) Verify autopilot is able to be disconnected by alternate means.
23-50-02-03-10B-20	(O) Procedure to stow microphone by alternate means.
25-10-01-02-20	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff, and landing.
25-20-01-01-20	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff, and landing.
25-20-01-02-10	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff, and landing.
25-60-01-02-10	(M) Procedure to deactivate the ELT.
25-60-01-02-20	(M) Procedure to remove the ELT.
25-60-01-02-30	(M) Procedure to deactivate the ELT.
25-60-01-03	(M) Procedure to disconnect the remote activation switch and verify the ELT is armed.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
27-31-01	(M) Maintenance procedure to ensure failure of electric trim will not interfere with operation of manual trim.
27-70-01	Maintenance procedure to ensure the gust lock is secured in the unlocked position.
28-41-01-01	(O) Operations procedure to determine fuel quantity on board meets regulatory requirements for the flight.
28-41-02	(O) Operations procedure to determine fuel quantity on board meets regulatory requirements for the flight.
30-00-01	(M) Maintenance procedure to ensure system is deactivated and secured.
31-20-02	(O) Operations procedure to record flight time.
32-42-01	(O) Operations procedure to ensure aircraft will not move when unattended.
34-34-16-01	(O) Operations procedure to ensure crew awareness of airplane altitude and performance.
34-34-19	(M) Maintenance procedure to ensure system is deactivated and secured.  (O) Operations procedure to ensure that enroute or approach procedures do not require its use.
34-34-19-01	(O) Operations procedure to ensure TA and RA display is visible to the non-flying pilot and TA/RA elements, and audio functions are operative on flying pilot side.
34-34-19-02	(O) Operations procedure to ensure non-flying pilot monitors pilot's display.
34-34-19-03	(O) Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.
34-34-20	(M) Maintenance procedure to ensure system is deactivated and secured.  (O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-34-21	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-34-21-01	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-34-21-02	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-34-21-04	(O) Operations procedure to ensure crew awareness of no advisory callouts.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
34-34-21-05	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-34-21-06	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-44-01	(O) Operations procedure to ensure crew awareness of minimum altitudes and performance.
34-34-44-02-01	(M) Procedure to deactivate radio altimeter.
34-45-01-01-10	(M) Procedure to deactivate TCAS.
34-45-01-01-20	(M) Procedure to deactivate TCAS.
34-45-01-02	(O) Procedure to make sure TA display and audio function are operative and TA mode is selected
34-52-02-00A	(O) Procedure for operations with inoperative ADS-B system.
34-52-02-01-10	(O) Procedure for operations with inoperative ADB-B Out extended squitter transmissions
34-52-02-02-10	(O) Procedure for operations with inoperative ADB-B Out UAT transmissions.
34-52-02-03-10	(O) Procedure for operations with inoperative ADB-B In transmissions.
37-37-01	(M) Maintenance procedure to ensure no mechanical problem exists because of pump failure which could have an adverse effect on engine operation.

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cockpit Air Outlet	C	-	0	May be inoperative.	
-20-02	Cabin Air Outlet	C	-	0	May be inoperative.	
-21-01	Windscreen Defog System	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Crew has means to clear the windscreen of moisture.	
-40-01	Heater System	C	1	0	(M) May be inoperative provided system is deactivated.	
-01	Fan	C	1	0	May be inoperative provided heater and defog systems are considered inoperative.	
-02	Hour Meter	C	1	0	(O) May be inoperative provided time is tracked by alternate means.	
-50-01	Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Autopilot	C	-	0	(M) May be inoperative provided: a) Autopilot is deactivated, b) Approach minimums do not require us of autopilot system, and c) Flight is not conducted under an IFR-passenger carrying operating rule.	
-10-02 ****	Yaw Damper					
-01		C	-	0	(M) May be inoperative provided: a) Yaw damp is deactivated, and b) Autopilot is considered inoperative.	
-02		D	-	0	(M) May be inoperative provided system is deactivated.	
-10-03 ***	Autopilot Disconnect	C	-	-	(O) May be inoperative provided autopilot is disconnected by alternate means.	
		C	-	-	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	

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TABLE KEY			
1.	REPAIR CATEGORY		
2.	NO. INSTALLED		
3.	NO. REQUIRED FOR DISPATCH		
4.	REMARKS OR EXCEPTIONS		

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by operating rule may be inoperative provided: a) System is not powered by an aircraft emergency power system bus, and b) Emergency procedures do not require use.	
-10-01 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by operating rule may be inoperative.	
-50-01	Cockpit Speaker System (Including audio amp)	C	1	0	May be inoperative provided headset is used.	
-50-02 ***	Flight Deck Headsets and Hand Microphones					
-00A	Headset Boom Microphones (For the Holder of an Air Carrier or Commercial Operator Certificate)	C	-	0	May be inoperative provided associated hand microphone is installed and operates normally.	
-00B	Headset Boom Microphones (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	0	May be inoperative provided associated hand microphone is installed and operates normally.	
-00C		D	-	0	Any in excess of those required by operating rule may be inoperative.	
-01A	Headset Earphones/ Headphones (For the Holder of an Air Carrier or Commercial Operator Certificate)	C	-	1	May be inoperative provided associated flight deck speaker is operative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02 ***	Flight Deck Headsets and Hand Microphones (Cont'd)					
-01B	Headset Earphones/Headphones (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	0	May be inoperative provided associated flight deck speaker is operative	
-02	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative or associated flight deck speaker is operative.	
-03	Flight Deck Hand Microphone					
-10A		C	-	0	May be inoperative provided associated boom microphone operates normally.	
-10B		D	-	-	Any in excess of those required by operating rule may be inoperative.	
-20	Holder	D	-	0	(O) May be inoperative provided microphone is stowed by alternate means.	
-30	Jack	D	-	0	May be inoperative provided headset is used.	
-50-03 ***	Headset Audio System	D	-	0	May be inoperative provided hand microphone and flight deck speaker are operative.	
-23-04 ***	Passenger Address System (PA)	D	1	0	May be inoperative unless procedures require its use.	

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**TABLE KEY**

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-23-05 ***	Cockpit Voice Recorder (CVR) System					
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
-23-06 ***	Boom Microphones (CVR and FDR Installed)					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR Part 121, § 121.359(e) or 14 CFR Part 135, § 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0		
***	Boom Microphones (CVR Installed)					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR Part 121, § 121.359(e) or 14 CFR Part 135, § 135.151(d)	A	-	0	May be inoperative provided repairs are made within 3 flight-days.	
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0		

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Volt/Ammeter (Selectable)	B	1	0	May be inoperative provided alternator out caution lights are installed and operative.	
-21-02	Voltage Regulator (Selectable)	B	2	1	One may be inoperative provided: a) Volt/ammeter is operative, b) Aircraft is not operated in IMC, and c) Aircraft is not operated between sunset and sunrise.	     
-25-01 ***	Alternator Out Caution Lights	B	2	0	May be inoperative provided volt/ammeter is operative.	
-25-02	Low Voltage Warning Light	B	1	0	One may be inoperative provided: a) Volt/ammeter is operative, b) Aircraft is not operated in IMC, and c) Aircraft is not operated between sunset and sunrise.	     

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---	--

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder	D	-	0	May be missing or inoperative provided documents are displayed by alternate means.	
-10-01	Flight Crew Seat (Per seat)					
-01 ***	Seat Back Angle Adjustment	C	1	0	May to be inoperative provided: a) Affected seat is failed in a latched position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-02 ***	Armrest					
-10		C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		C	-	0	(M) May be inoperative provided armrest is removed.	
-03 ***	Seat Height Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-02	Copilot Restraint System	C	1	0	May be inoperative provided seat remains unoccupied.	
-10-03 ***	Flight Deck Sunvisor System	C	-	0	May be missing, or inoperative provided sunvisor does not obstruct pilot's field of vision.	

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---	--

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Passenger Seat	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, OR LANDING".	
-01 ***	Armrest					
-10		D	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		D	-	0	(M) May be inoperative provided armrest is removed.	
-02 ***	Seat Controls (includes recline, headrest, and other positioning controls)					
-10		D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing position.	
-20		D	-	0	May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing position.	
-30		D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative.	
-03 ***	Seat Belt Air Bag Restraint Systems					
-10	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-20	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
-50-01	Baggage Restraint System	D	-	0	May be missing or inoperative provided affected area remains unloaded	
-60-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	
-02	Fixed ELTs					
-10		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-20		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
-30		D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.	
-40		D	-	-	Any in excess of those required by operating rule may be missing.	

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---	--

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Emergency Locator Transmitter (ELT) (Cont'd)					
-03 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	ELT Indicator Light	D	-	0		
-05 ***	ELT Aural Alarm	D	-	0		
-60-02 ***	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0		
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0		
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.	
-60-03 ***	Smoke Goggles	C	-	0		
-61-01 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Fire Detecting and Extinguishing Systems	C	2	0		
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by operating rule may be inoperative or missing provided: a) The 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.	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	3	0	May be inoperative provided: a) Tab is checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure, and neutral is verified by visual inspection.	
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) Manual trim is operative, and c) Autopilot is considered inoperative.	     
-50-01	Wing Flap Position Indicator	C	1	0	May be inoperative provided: a) A notch or detent position feature is part of the flap switch, b) Flaps are visually checked for full travel, and flap operations are not affected, and c) Flaps are visually checked full up prior to each departure.	
-70-01 ***	Rudder Gust Lock	C	1	0	(M) May be inoperative provided gust lock is secured in the unlocked position.	   

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Fuel Totalizer	C	1	0		
-41-01	Fuel Quantity Indicators					
-01	Main Tanks	A	2	1	(O) One may be inoperative provided: a) Fuel Low Level Annunciation is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to a known, balanced quantity, d) Flight is restricted to a maximum of 3 hours, e) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within 3 flight-days.	
-02	Auxiliary Tanks	C	2	1	One may be inoperative provided: a) Main fuel tank quantity indicator on affected side is operative, and b) Affected auxiliary tank is fueled to a known balanced quantity.	
-03 ***	Wing Locker Tank System					
-10		C	2	1	One may be inoperative provided: a) Main fuel tank quantity indicator on affected side is operative, and b) Affected auxiliary tank is fueled to a known balanced quantity.	
-20		D	2	0	May be inoperative provided tanks remain empty for flight.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Low Level Warning Lights	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.	     

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Wing Locker Fuel Tank Vent Heater	D	2	0	(M) May be inoperative provided: a) System is deactivated, and b) Aircraft is not operated into known, forecast, or POH/AFM defined icing conditions.	
-10-01	Pneumatic De-Ice System (Failure to Inflate)	C	1	0	May be inoperative provided: a) Boots remain deflated, and b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-30-01	Pitot Heat					
-01	Left Side	B	1	0	Left pitot heater may be inoperative provided: a) Heater is not required by operating rule, and b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
					NOTE: Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.	
-02	Right Side	B	1	0	Right pitot heater may be inoperative.	
-30-02	Stall Warning/Angle of Attack Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-30-03	Static Port Heater	C	1	0	Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-40-01	Electric Windshield Anti-Ice	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-40-02	Alcohol Windshield Deice System	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	

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<b>30. Ice and Rain Protection</b>						
Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Propeller Deicing/Anti-Icing Systems	C	2	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	   

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Clock with Sweep Second Hand or Electric Digital Clock	C	-	-	May be inoperative for VFR operations.	
-20-02	Flight-Hour Meter	C	1	0	(O) May be inoperative provided hours are tracked by alternate means.	   

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Parking Brake System	C	1	0	(O) May be inoperative provided normal braking system is not affected.	
		C	1	0	(O) Wheel chocks will be used if parking brake is inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
- ***	Collision Avoidance Lights (STC SA4222SW)	C	-	0		
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, and internally lighted annunciators)	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 flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew.	
-10-02 ***	Windshield Ice Detection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions from sunset to sunrise. b) Ground Deicing Procedures do not require their use.	
-10-03 ***	Wing Courtesy Light	D	2	0		
-20-01	Cabin Interior Lighting System	C	-	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
-40-01	Beacon Light (Upper)	C	1	0	NOTE: Position/navigation or ant-collision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Anti-Collision Strobe Light System	A	1	0	May be inoperative provided: a) All position (NAV) lights are operative and used, b) Flashing beacon light system is operative and used, and c) Repairs are made within 3 flight-days.	
-40-04	Landing Light System	C	2	0	May be inoperative between sunset and sunrise provided one taxi light is operative.	
-40-05	Taxi/Recognition Light	C	1	0		
-40-06	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	
-40-08	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions from sunset to sunrise, and b) Ground deicing procedures do not require their use.	
-40-09 ***	Logo Lights	C	-	0	May be inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-14-01 ***	Airspeed Indicator	C	-	1	Right side may be inoperative.  NOTE: Where a served electric altimeter is installed, a functioning pneumatic altimeter is required.	
-14-02 ***	Vertical Speed Indicator	B	1	0	May be inoperative except for IFR passenger-carrying.	
-16-01 ***	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight-days.	
-16-02 ***	Altimeter Barometric Pressure (Adjustable)	B	-	1	Right side may be inoperative  NOTE: Where a served electric altimeter is installed, a functioning pneumatic altimeter is required.	
-21-01	Gyroscopic Attitude Indicator System	B	-	1	Right side may be inoperative.	
-22-01 ***	Directional Gyroscopic Indicator	B	-	1	Right side may be inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-stabilized Magnetic Compass					
-01		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on the enroute portion of the flight.	
-02		B	1	0	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.	
-24-01	Gyroscopic Rate of Turn/Slip Skid Indicator	B	-	1	May be inoperative except for: a) IFR operations, and b) Passenger-carrying VFR over-the-top, and c) Passenger-carrying VFR night flights.	
-25-01 ***	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require use, and b) Autopilot is considered inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	ILS					
-01	Localizer	C	-	-	May be inoperative provided: a) Procedures do not require use, b) Associated glideslope is considered inoperative, and c) System is not required by operating rule.	
-02	Glideslope	C	-	-	May be inoperative provided: a) Approach procedures, b) Do not require use, and c) System is not required by operating rule.	
-34-01	Marker Beacon					
-01	Receiver	C	-	0	May be inoperative provided procedures do not require use.	
-02 ***	Annunciator (A, O, M)					
-10		C	3	0	May be inoperative provided procedures do not require use.	
-20		C	3	0	May be inoperative provided remote annunciator panel is installed and operative.	
-30		C	3	0	May be inoperative provided marker audio is operative and used.	
-03 ***	Annunciator Test					
-10					May be inoperative provided procedures do not require use.	
-20					May be inoperative provided marker audio is operative and used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Marker Beacon (Cont'd)					
-04	Sensitivity Selector/Button/Annunciator	C	-	0		
-05	Audio Selector/Mute (MKR-MUTE Button or Annunciator)	C	-	0	May be inoperative provided procedures do not require marker audio.	
-34-19 ***	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)(O) 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.	
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Display System(s)	C	2	1	(O) 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.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic alert (TA) visual and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-34-19 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-03	Traffic Alert 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.	
-34-20 ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) 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.	
-34-21	Ground Proximity Warning System (GPWS)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) Alternate procedures are established and used.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-34-21	Ground Proximity Warning System (GPWS) (Cont'd)					
-01	Modes 1-4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) Alternate procedures are established and used.	
-02	Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) GPWS is considered inoperative.	
-03	Glideslope Deviation (Mode 5)	B	2	0		
		C	2	0	May be inoperative provided it is not required by 14 CFR.	
-04 ***	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-34-21	Ground Proximity Warning System (GPWS) (Cont'd)					
-05 ***	Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system operates normally.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
-06 ***	TAWS	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.	
-34-22 ***	Flight Profile Advisory System	C	1	0		
-42-01	Weather Radar/Thunderstorm Detection Equipment	D	1	0	May be inoperative provided system not required by operating rule.	
-44-01 ***	Terrain Awareness and Warning System (TAWS) Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Radar Altimeter					
-01		A	1	0	(M) May be inoperative provided: a) Approach minimums or operating procedures do not require use, b) System is deactivated and secured, and c) Repairs are made within 2 flight-days.	
-02		C	1	0	May be inoperative provided approach procedures do not require use.	
-45-01 ***	Traffic Alert and Collision Avoidance System					
-01	Traffic Alert and Collision Avoidance System					
-10		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require use.	
-20		C	-	0	(M) May be inoperative provided: a) Not required by operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require use.	
-02	Traffic Alert Display System	C	-	0	(O) May be inoperative provided enroute or approach procedures do not require use.	
-03	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use.	
-04 ***	Airspace Selection Function	C	-	0		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-45-02 ***	Traffic Collision Avoidance Devise (TCAD)	C	1	0		
-50-01 ***	Radio Magnetic Indicator (RMI)	C	-	0		
-51-01	Distance Measuring Equipment	D	-	-	Any in excess of those required by operating rule may be inoperative.	
-52-01	ATC Transponders and Automatic Altitude Reporting System					
-01		B	-	0	May be inoperative provided: a) Operations do not require use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
-02		D	-	0	Any in excess of those required by operating rule may be inoperative.	
-03	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by Operating Rule	A	-	0	May be inoperative provided: a) Operations do not require use, and b) Repairs are made prior to the completion of the next scheduled inspection/check of the system.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
-00A		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by operating rule.  NOTE: Any ADS-B function that operates normally may be used.	
-00B		C	-	1	One must be operative as required by operating rule.  NOTE: Any ADS-B function that operates normally may be used.	
-00C		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by operating rule.  NOTE: Any ADS-B function that operates normally may be used.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-01	ADS-B Out Extended Squitter Transmissions					
-10		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by operating rule.	
					NOTE: Any ADS-B function that operates normally may be used.	
-20		C	-	1	One must be operative as required by operating rule.	
					NOTE: Any ADS-B function that operates normally may be used.	
-02	ADS-B Out UAT Transmissions					
-10		C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by operating rule.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-02	ADS-B Out UAT Transmissions (Cont'd)					
-20		C	-	1	One must be operative as required by operating rule.  NOTE: Any ADS-B function that operates normally may be used.	
-03	ADS-B In Transmissions					
-10		C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
-20		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	
-54-01	VHF Navigation Systems					
-01	VOR	C	-	-	May be inoperative provided: a) Procedures do not require use, and b) System is not required by operating rule.	
-55-01 ***	Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided procedures do not require use.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require use.  NOTE 1: Enhanced function of TAWS may not be available.  NOTE 2: ADS-B output may not be available.	
-60-01 ***	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require use.  NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	C	-	0		
-61-01	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Oxygen Mask	C	-	0	May be inoperative provided not required by operating rule.	
-10-01	Crew Oxygen System	C	1	0	May be inoperative provided system is not required by operating rule.	
-20-01 ***	Oxygen System (Excluding Crew)	C	1	0	May be inoperative provided system is not required by operating rule.	
-01	Cabin Mask					
-10		C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".	
-20		D	-	0	May be missing or inoperative provided operation does not require use.	
-30-01 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by operating rule may be inoperative or removed provided location placarding is removed or obscured.	

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<b>37. Vacuum/Pressure</b>						
Sequence No.	Item	1	2	3	4	Change Bar
-37-01	Vacuum Pumps	B	2	1	(M) One may be inoperative for VMC operations.	

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**61. Propellers**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01 ***	Synchronizer/ Synchrophasing System	C	1	0		
-23-01 ***	Unfeathering Accumulator System	C	2	0		

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AIRCRAFT: Textron Aviation Cessna Models 310/320	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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<b>77. Engine Indicating</b>						
Sequence No.	Item	1	2	3	4	Change Bar
-77-01	Economy Mixture Indicators (EGT)	C	2	0		