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Date: 03/27/2006

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

MASTER MINIMUM EQUIPMENT LIST

* For Part 91 Ops Only *

CE-525A

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CE-525A

REVISION NO. 2

DATE: 03/27/2006

PAGE NO.

I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV
--	Highlights of Change	V, VI
--	Definitions	VII, VIII, IX, X
--	Definitions	XI, XII
--	Preamble	XIII, XIV
--	Guidelines for (O) & (M) Procedures	XV, XVI
--	Guidelines for (O) & (M) Procedures	XVII, XVIII
21	Air Conditioning	21-1, 2, 3, 4, 5
21	Air Conditioning	21-6
22	Auto Flight	22-1
23	Communications	23-1, 2, 3, 4
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1, 2, 3
26	Fire Protection	26-1, 2
27	Flight Controls	27-1
28	Fuel	28-1
30	Ice and Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1
33	Lights	33-1, 2, 3
34	Navigation	34-1, 2, 3, 4, 5
34	Navigation	34-6, 7, 8, 9
35	Oxygen	35-1
38	Water/Waste	38-1
52	Doors	52-1
73	Engine Fuel & Control	73-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-525A

REVISION: 2

DATE: 03/27/2006

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
Original	01/25/2002	ORIGINAL	
1	05/15/2003	HIGHLIGHTS OF REV.,DEFINITIONS	
1	05/15/2003	GUIDELINES	
1	05/15/2003	25-1,25-2,25-3,28-1,32-1	
1	05/15/2003	34-1,34-2,34-3,34-4,34-6	
1	05/15/2003	34-7,73-1,78-1	
1a	12/06/2004	HIGHLIGHTS OF REV.,DEFINITIONS	
1a	12/06/2004	24-1,25-3	
2	03/27/2006	HIGHLIGHTS OF REV.,DEFINITIONS	
2	03/27/2006	GUIDELINES	
2	03/27/2006	21-6,23-2,23-4,25-1,25-2,26-1,26-2,27-1	
2	03/27/2006	31-1,32-1,33-1,34-1,34-5,	
2	03/27/2006	34-6,34-7,52-1,78-1	

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-525A

REVISION: 2

DATE: 03/27/2006

PAGE NO:

III

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	2	03/27/2006
Table of Contents	I	2	03/27/2006
Log of Revisions	II	2	03/27/2006
Control Page	III	2	03/27/2006
	IV	2	03/27/2006
Highlights of Change	V	2	03/27/2006
	VI	2	03/27/2006
Definitions	VII	6	01/31/1995
	VIII	6	01/31/1995
	IX	6	01/31/1995
	X	6	01/31/1995
	XI	6	01/31/1995
	XII	6	01/31/1995
Preamble	XIII	2	06/14/1989
	XIV	2	06/14/1989
Guidelines for (O) & (M) Procedures	XV	2	03/27/2006
	XVI	2	03/27/2006
	XVII	2	03/27/2006
	XVIII	2	03/27/2006
21	21-1	Original	01/25/2002
	21-2	Original	01/25/2002
	21-3	Original	01/25/2002
	21-4	Original	01/25/2002
	21-5	Original	01/25/2002
	21-6	2	03/27/2006
22	22-1	Original	01/25/2002
23	23-1	Original	01/25/2002
	23-2	2	03/27/2006
	23-3	Original	01/25/2002
	23-4	2	03/27/2006
24	24-1	1 a	12/06/2004
25	25-1	2	03/27/2006
	25-2	2	03/27/2006
	25-3	1 a	12/06/2004
26	26-1	2	03/27/2006
	26-2	2	03/27/2006
27	27-1	2	03/27/2006
28	28-1	1	05/15/2003

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CE-525A

REVISION: 2

DATE: 03/27/2006

PAGE NO:

IV

Control Page

System	Page No.	Rev. No.	Current Date
30	30-1	Original	01/25/2002
	30-2	Original	01/25/2002
31	31-1	2	03/27/2006
	31-2	Original	01/25/2002
32	32-1	2	03/27/2006
33	33-1	2	03/27/2006
	33-2	Original	01/25/2002
34	33-3	Original	01/25/2002
	34-1	2	03/27/2006
35	34-2	1	05/15/2003
	34-3	1	05/15/2003
	34-4	1	05/15/2003
	34-5	2	03/27/2006
	34-6	2	03/27/2006
	34-7	2	03/27/2006
	34-8	Original	01/25/2002
	34-9	Original	01/25/2002
38	35-1	Original	01/25/2002
52	38-1	Original	01/25/2002
73	52-1	2	03/27/2006
77	73-1	1	05/15/2003
78	77-1	Original	01/25/2002
	78-1	2	03/27/2006

HIGHLIGHTS OF CHANGE

ATA 21	Item 17, Nose Avionics Fan. Removed Note: "See AFM Limitations and Procedures" as there are no procedures or limitations required. Certification tests completed satisfactorily without this fan operating.
ATA 21	Item 18, Panel Avionics Fan. Made number variable and removed Note: "See AFM Limitations and Procedures" as there are no procedures or limitations required. For 525A units 300 and on only, a single Panel Avionics Fan is installed only if a Garmin 500 GPS is installed as FMS #2 option. Certification tests completed satisfactorily without this fan operating.
ATA 21	Item 19, Glareshield Avionics Fan. Reduced number to one to reflect actual airplane configuration and removed improper reference to units 360 and on.
ATA 23	Items 4A and 4B, Cockpit Voice Recorder (CVR). Revised Column 3, Number Required for Dispatch, in accordance with PL-29, Revision 4, GC-128.
ATA 23	Item 8, HF Communications System. Revised relief in accordance with PL-106, Revision 3, GC-106.
ATA 25	Item 1, Passenger Seat. Relief revised in accordance with PL-79, Revision 4, GC-134.
ATA 25	Item 4, added relief for Non Essential Furnishings in accordance with Policy Letter 116, Global Change 138.
ATA 26	Items 2 and 3, Lavatory Fire Extinguisher and Smoke Detector Systems. Relief revised to delete requirement to secure Lavatory Door closed due to fact that there is an Emergency Exit located in the lavatory.
ATA 27	Item 1, Electric Trim. Relief deleted due to AFM Limitation that system must satisfactorily pass a preflight functional test.
ATA 27	Item 2, added relief for Angle of Attack Display provided Stall Warning is operable.
ATA 31	Item 3, Flight Data Recorder. Relief revised in accordance with PL-87.
ATA 32	Item 1, Anti-skid System relief added. Both CJ2 and CJ2+ Airplane Flight Manuals now have Abnormal Procedures allowing dispatch with the Anti-Skid System inoperative.
ATA 33	Item 3, Wing Illumination Light. Removed reference to ground deicing procedures and added remarks to allow portable light source.

HIGHLIGHTS OF CHANGE

ATA 34	Item 2, Standby Attitude Indicator. Deleted. AFM limitation requires the Standby Attitude Indicator to pass a proper preflight test and is required for some Emergency Abnormal AFM procedures.
ATA 34	Item 7, ATC Transponders and Automatic Altitude Reporting Systems. Repair Category changed to B in accordance with PL-76, GC-133.
ATA 34	Item 14, added relief for Class B TAWS in accordance with PL-54, Global Change 139.
ATA 38	Item 2, Lavatory Waste System. Deleted proviso requiring door to be secured CLOSED due to requirement for access to Emergency Exit.
ATA 52	Added item 1, CABIN DOOR Annunciator. Same relief as for CE-525 units 600 and on. (CJ1+)
ATA 52	Added item 2, Baggage Door – FWD Annunciator. Same relief as for CE-525 units 600 and on. (CJ1+)
ATA 52	Added item 3, Baggage Door – FWD Annunciator. Same relief as for CE-525 units 600 and on. (CJ1+)
ATA 52	Added item 4, Door Key Locks. Same relief as for CE-525 units 600 and on. (CJ1+)
ATA 78	Item 1, Thrust Attenuators. Added qualifier that they are installed only on (525A units 1- 299) and added remarks: See AFM Limitation and Abnormal Procedure as there is a limitation against dispatching with both Thrust Attenuators and Antiskid inoperative.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 6 DATE:01/31/1995	PAGE NO: VII
DEFINITIONS		

1. System Definitions.

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

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

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

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

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 6 DATE:01/31/1995	PAGE NO: VIII
DEFINITIONS		

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 6 DATE:01/31/1995	PAGE NO: IX
DEFINITIONS		

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

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

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

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 6 DATE:01/31/1995	PAGE NO: X
DEFINITIONS		

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

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

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

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

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING(B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 6 DATE:01/31/1995	PAGE: XI
DEFINITIONS		

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS)

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/ 321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS! (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant; however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER(FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION: 6	PAGE:	
CE-525A	DATE:01/31/1995	XII	
DEFINITIONS			

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

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

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

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 1 DATE: 07/05/1990	PAGE NO: XIII
PREAMBLE (07/05/1990)		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) NEW Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) NEW Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CE-525A	REVISION: 1 DATE: 07/05/1990	PAGE NO: XIV
PREAMBLE (07/05/1990)		

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.165(c), NEW Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

Guidelines for (O) & (M) Procedures

21-1	(O) Operations procedure to ensure the Flow Control Valve is CLOSED. One method would be to perform a Pressurization Preflight Test.
21-2	(O) Operations procedure to ensure the Flow Control Valve is CLOSED. One method would be to perform a Pressurization Preflight Test.
21-3	(O) Operations procedure to ensure the Emergency Pressurization Solenoid Valve is CLOSED.
21-4	(O) Operations procedure to ensure the Windshield Anti-Ice Flow Control and Shutoff Valve is CLOSED.
21-5	(O) Operations procedure to ensure the Cabin Pressurization Auto Schedule is operating normally. One method would be to perform a Pressurization Preflight Test.
21-10	(M) Maintenance procedure to ensure the flow of service air to the Cabin Door Primary Seal is prevented.
21-12	(O) Operations procedure to ensure the Isobaric and Manual Modes are operating normally.
21-13	(M) Maintenance procedure to pull and collar the Freon Air Conditioning System circuit breaker.
21-14	(M) Maintenance Procedure to secure the Air Conditioner and ensure it has not adversely affected any other structure or system.
21-15	(M) Maintenance procedure to secure Cabin Outflow Valve(s) in the OPEN position.
22-1	(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control system.
22-2	(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control system.
23-3	(O) Operations procedure to ensure Normal and Emergency procedures and/or operating restrictions are established, used and given to the passengers.

Guidelines for (O) & (M) Procedures

23-8	(O) Operations procedure to ensure the SATCOM System operates normally.
25-1	(M) Maintenance procedure to ensure affected seat is secured and placarded.
25-1-1	(M) Maintenance procedure to ensure affected seat recline mechanism is secure in the up-right position.
25-9	(M) Maintenance procedure to ensure Cargo Compartment components are removed or secured and the aircraft Weight and Balance document is current.
26-1	(O) Operations procedure to remove and tag the affected fire extinguisher from its holder and place out of site.
30-3	(M) Maintenance procedure to ensure the Engine Anti-Ice Valve has failed in the Open position. (M) Maintenance procedure to ensure the Engine Anti-Ice Valve has failed in the Closed position.
30-4	(O) Operations procedure to ensure the Wing Anti-Ice Valve has failed in the Closed position.
31-2	(O) Operations procedure to ensure that all flight times are recorded and added to the aircraft total time.
32-1	(O) Operations procedure to ensure that the flight crew has knowledge of differing procedures and aircraft performance data.

Guidelines for (O) & (M) Procedures

- 33-3 (O) Operations procedure to ensure adequate light is available.
- 33-7 (O) Operations procedure to ensure that passengers are notified of Seat Belt and no smoking requirements.
- 34-9 (O) Operations procedure to ensure altitude awareness.
- 34-12 (O) Operations procedure to ensure three Compass Systems are available and appropriate for the intended flight.
- (O) Operations procedure to operate with any combination of two stabilized Gyro or INS stabilized compass systems.
- (O) Procedures to use Free Gyro techniques.
- 34-13 (M) Maintenance procedure to deactivate and secure the system.
(O) Operations procedure to determine that enroute or approach procedures do not require it's use.
- 34-13-1 (O) Operations procedure to ensure the TA and RA displays are visible to the non-flying pilot and the audio functions are operative on the flying pilot side.
- 34-13-2 (O) Operations procedure to determine that enroute and approach procedures do not require it's use.
- 34-13-3 (O) Operations procedure to ensure all RA display/functions are operative.
- 34-14-1 (O) Operations procedure to ensure alternate procedures are established and used.
- 34-14-1 a) (O) Operations procedure to ensure alternate procedures are established and used.
- 34-14-1 d) (O) Operations procedure to ensure alternate procedures are established and used.
- 34-14-1 e) (O) Operations procedure to ensure alternate procedures are established and used.

Guidelines for (O) & (M) Procedures

34-16	(O) Operations procedure to ensure that alternate procedures are established and used and that the Windshear Detection and Avoidance System operates normally.
	(O) Operations procedure to ensure that alternate procedures are established and that takeoff and landings are not conducted in known or forecast windshear conditions.
34-17	(O) Operations procedure to ensure that alternate procedures are established and used and that the Windshear Warning and Guidance System operates normally.
	(O) Operations procedure to ensure that alternate procedures are established and that takeoff and landings are not conducted in known or forecast windshear conditions.
38-1	(M) Maintenance procedures to ensure the affected components are deactivated and secured and that the system has no leaks.
	(M) Maintenance procedure to drain the system and ensure the system is not serviced until after repair.
38-2	(M) Maintenance procedures to ensure the affected components are deactivated and secured and that the system has no leaks.
52-1	(O) Operations procedure to ensure alternate procedures are established and used to ensure the Cabin Door is properly closed and locked.
52-2	(O) Operations procedure to ensure alternate procedures are established and used to ensure the Forward Baggage Door is properly closed and locked.
52-3	(O) Operations procedure to ensure alternate procedures are established and used to ensure the Aft Baggage Door is properly closed and locked.
78-1	(O) Operations procedure to ensure the AFM Performance Limitations are complied with.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
21-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Flow Control Valve	C	2	1	(O) One may be inoperative provided: a) Flight is conducted unpressurized, b) Air Source Selector remains FRESH AIR or OFF, c) All other components and functions of the Pressurization System operate normally, and d) Crew and passengers comply with any applicable oxygen requirements.
2. Pressure Regulating Shutoff Valves	C	2	1	(O) One may be inoperative provided: a) This affected Pressure regulating Shutoff Valve is verified in the Closed position, and b) All other components and functions of the Pressurization System operate normally.
3. Emergency Pressurization Solenoid Valve	C	1	0	(O) May be inoperative provided: a) The Emergency Pressurization Solenoid Valve is verified closed, and b) Flight is conducted unpressurized.
4. Windshield Anti-Ice Flow Control and Shutoff	C	1	0	(O) May be inoperative provided: a) The Windshield Anti-Ice Flow Control and Shutoff Valve is verified closed, and b) The flight is not conducted into known or forecast icing conditions.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
21-2

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
5. Cabin Differential Pressure Gauge	C	1	0		May be inoperative provided: a) Flight is conducted unpressurized, and b) Crew and passengers comply with any applicable oxygen requirements.
	C	1	0		(O) May be inoperative provided: a) Cabin Altimeter is operating normally, and b) Cabin Pressurization Auto Schedule is operating normally.
6. Cabin Altitude Warning System	C	1	0		May be inoperative for unpressurized flight.
	C	1	0		May be inoperative for pressurized flight at or below 10,000 feet MSL.
7. Cabin Altimeter	C	1	0		May be inoperative provided: a) Flight is conducted unpressurized, and b) Crew and passengers comply with any applicable oxygen requirements.
	C	1	0		May be inoperative provided: a) Cabin Differential Pressure Gauge is operating normally, b) Cabin Altitude Warning System is operating normally, and c) Cabin Pressurization Auto Schedule is operating normally.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
21-3

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
8. Automatic Cabin Air Temperature	C	1	0	May be inoperative provided Manual Cabin Air Temperature Control System is operative normally.
	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Pressurization Air Source Selector remains in OFF or FREST AIR, and c) Crew and passengers comply with any applicable oxygen requirements.
9. Manual Cabin Air Temperature Control System	C	1	0	May be inoperative provided the Automatic Cabin Air Temperature Control System is operating normally.
	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
21-4

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
10. Cabin Door Primary Seal	C	1	0	(M) May be inoperative provided: a) Service Air System is operating normally, b) Any leak of the service air is stopped, c) Cabin Pressurization Source Selector Switch remains in OFF or FRESH AIR, d) Flight is conducted unpressurized, and e) Crew and passengers comply with any applicable oxygen requirements.	
11. Cabin Door Secondary Seal	C	1	0	May be inoperative provided: a) The Secondary Seal does not interfere with door operation, b) The Primary Seal is operative, and c) The flight is conducted at or below 25,000 feet MSL with passengers or, at or below 31,000 feet without passengers.	
	C	1	0	May be inoperative provided: a) The flight is conducted unpressurized, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.	

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
21-5

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
12. Pressurization Controller (Auto Schedule Mode)	C	1	0	(O) May be inoperative provided: a) The Isobaric Mode is used, and b) Manual Mode is operating normally.	
	C	1	0	May be inoperative provided: a) The flight is conducted unpressurized, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.	
13. Cabin Fans	C	2	0	(M) May be inoperative provided the Freon Air Conditioning circuit breaker is pulled and collared.	
14. Freon Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Freon Air Conditioning System is deactivated, and b) Cabin Temperature Control System is operating normally.	
15. Cabin Outflow Valves	C	2	0	(M) May be inoperative provided: a) At least one valve is secured OPEN, b) Cabin Pressurization Air Source selector remains in OFF or FRESH AIR, c) The flight is conducted unpressurized, and d) Crew and passengers comply with any applicable oxygen requirements.	

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
21-6

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
16. Fresh Air Fan	C	1	0		May be inoperative provided the normal Pressurization System is operating normally.
17. Nose Avionics Fan	C	1	0		
18. Panel Avionics Fans (annunciated)	C	-	0		
19. Glareshield Avionics Fan	C	1	0		May be inoperative except for ground operations at temperatures greater than ISA plus 5 degrees C.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: CE-525A		REVISION NO: ORIGINAL DATE: 01/25/2002		PAGE NO: 22-1
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot	C	-	0	(M) May be inoperative provided operations do not require its use.
2. Yaw Damper	C	1	0	(M) May be inoperative provided aircraft is operated using a crew of two.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
23-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
1. Communications Systems (VHF, UHF)	C	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.
2. Copilot's Audio Control Panel	C	1	0	May be inoperative for operations not requiring a Second in Command.
3. Passenger Address (PA) System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided Alternate, Normal and Emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
	C	1	-	(O) May be inoperative provided: a) PA is not required by FAR, and b) Alternate, Normal and Emergency Procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
2) Cargo Configuration	D	1	0	May be inoperative unless procedures require its use.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
23-2

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
4. Cockpit Voice Recorder (CVR)					
A) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
I B) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provide repairs are made within three flight days.	
5. Boom Microphones (With Flight Data Recorder Installed)					
1) Cockpit Voice Recorder quipped to record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e).	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs made within three flight days.	
2) Cockpit Voice not *** equipped to record Boom Microphone.	D	-	0	Any in excess of those required by FAR may be inoperative.	

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
23-3

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
5. Boom Microphones (CON'T.) (Without Flight Data Recorder Installed)					
1) Cockpit Voice Recorder equipped to record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e).	A	-	0		May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** not equipped to record Boom Microphone.	D	-	0		Any in excess of those required by FAR may be inoperative.
6. Recorded (Talking) Checklist Function	C	1	0		May be inoperative provided written or displayed checklist is available to and used by the flight crew.
7. Static Wicks	C	15	11		One static wick may be missing or broken from each of the following areas: a) Right hand wingtip or aileron, b) Left hand wingtip or aileron, c) Rudder, d) Elevator.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
23-4

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
8. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	0	(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 the 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.

AIRCRAFT: CE-525A	REVISION NO: 1 a DATE: 12/06/2004	PAGE NO: 24-1
----------------------	--------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

24 ELECTRICAL POWER				
1. DC Ammeters	B	2	1	One may be inoperative provided DC voltmeter and generator caution lights are operative.
2. Battery Temperature *** Indicator	C	1	0	
3. Ground Power Dispatch *** Switch	C	1	0	

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
25-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat	C	-	-	(M) 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 1: A seat with an inoperative seatbelt is considered to be inoperative.
1) Recline Mechanism	C	-	-	(M) May be inoperative and seat occupied provided the seat is secured in the up- right position.
2) Armrest	C	-	-	May be inoperative or missing and the seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secured in the upright position.
2. Crewmember Shoulder Harnesses	B	2	1	Right side may be inoperative for single pilot operations, however, the seat must remain unoccupied.
3. Aircraft Emergency *** Locator Transmitter (ELT)	C	1	0	As required by FAR.
	C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
25-2

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
4. Passenger Convenience Items (Expires on November 1, 2007)		-	-	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Lavatory door ashtrays are not considered passenger convenience item.
Non-Essential Equipment and Furnishings (NEF) (Before or after November 1, 2007)		-	-	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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
5. Passenger Safety Chime ***	C	-	0	
6. Emergency Medical Equipment/First Aid Kits	C	-	-	Any in excess of those required by FAR may be incomplete or missing provided the required distribution is maintained.
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.

AIRCRAFT:

CE-525A

REVISION NO: 1 a

DATE: 12/06/2004

PAGE NO:

25-3

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
FURNISHINGS8. Exterior Lavatory Door
Ashtrays1) Airplanes with more than
one exterior lavatory door
ashtray installed.

A

-

-

One may be missing provided it is
replaced within 10 calendar days.2) Airplanes with only one
lavatory door ashtray
installed.

A

1

0

May be missing provided it is replaced
within 3 calendar days.

9. Cargo Restraint Systems

C

-

-

(M) May be inoperative, or missing such
that the effect is that the item must be
considered inoperative, provided
acceptable cargo loading limits from an
approved source, i.e., and Approved
Cargo Loading Manual, Cargo Handling
Manual, or Weight and Balance
Document are observed.

C

-

-

May be inoperative, or missing such that
the effect is that the item must be
considered inoperative, provided cargo
compartment remains empty.

10. Chart Holders

C

2

0

11. Cockpit Sun Visors

C

2

0

May be inoperative provided the visors
may be stowed so as not to obstruct the
pilot's field of view for takeoff and landing
or the quick donning capability of the
oxygen masks.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
26-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
1. Portable Fire Extinguishers	D	-	-	(O) Any in excess of those required by FAR 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 can not be mistaken for functional unit, and b) Required distribution is maintained.
2. Lavatory Fire Extinguisher System	C	-	-	For each lavatory the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally and the Lavatory Waste Receptacle remains empty. NOTE: A Lavatory Fire Extinguisher System is not required for all-cargo operations.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
26-2

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
3. Lavatory Smoke Detection System	C	-	-	For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided Lavatory Waste Receptacle is empty. NOTE: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
4. Cargo Compartment Fire Detection /Suppression Systems	C	-	-	May be inoperative provided associated cargo compartment remains empty. NOTE 1: Does not preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc. NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not suppression).

AIRCRAFT: CE-525A	REVISION NO: 2 DATE: 03/27/2006	PAGE NO: 27-1
----------------------	------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

27 FLIGHT CONTROLS				
1. Electric Elevator Trim				DELETED: REVISION 2
2. Angle of Attack Indicating System	C	1	0	May be inoperative provided Stall Warning (Stick Shaker) System is operative.

AIRCRAFT: CE-525A	REVISION NO: 1 DATE: 05/15/2003	PAGE NO: 28-1
----------------------	------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

28 FUEL				
1. Fuel Low Level Annunciating Systems	C	2	1	One may be inoperative.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
30-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
30 ICE AND RAIN PROTECTION						
1. Windshield Anti-Ice System	C	1	0		May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
2. Windshield Alcohol System	C	1	0		May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
3. Engine Anti-Ice System	C	2	1		(M) One may be inoperative provided: a) Engine Anti-Ice Valve remains OPEN, and b) Takeoff and landing field temperatures are not in excess of 10 degrees C.	
	C	2	1		(M) May be inoperative provided: a) Engine Anti-Ice Valve is failed CLOSED, b) The flight is conducted in day VMC, and c) Aircraft is not operated in known or forecast icing conditions. NOTE: See AFM Performance Data.	
4. Wing Anti-Ice	C	2	1		(O) One may be inoperative provided: a) The wing Anti-Ice Valve is failed CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.	
5. Rain Removal Systems	C	2	0		May be inoperative provided the aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	

AIRCRAFT:

CE-525A

REVISION NO: ORIGINAL

DATE: 01/25/2002

PAGE NO:

30-2

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
PROTECTION6. Pitot Heaters (Pilot and
Copilot)

B

2

1

One may be inoperative provided:

- a) Flight is not conducted in known or forecast icing conditions, and
- b) Flight is conducted day VFR.

7. Static Pressure Port
Heaters

B

4

3

One may be inoperative provided:

- a) Flight is conducted in day VFR, and
- b) Flight is not conducted in known or forecast icing conditions.

8. Tail De-Ice Systems

C

2

0

May be inoperative provided flight is not conducted in known or forecast icing conditions.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
31-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks with Sweep Second Hand or Electric Digital Clock	C	1	0		May be inoperative for VFR operations.
2. Flight Hour Meter	C	1	0		(O)
3. Flight Data Recorder (FDR) System	C	-	-		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
(CON'T.)					

AIRCRAFT: CE-525A	REVISION NO: ORIGINAL DATE: 01/25/2002	PAGE NO: 31-2
----------------------	---	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

31 INDICATING/ RECORDING SYSTEMS				
3. Flight Data Recorder (FDR) (CON'T)				
FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provide repairs are made prior to the completion of the next heavy maintenance visit.

AIRCRAFT: CE-525A	REVISION NO: 2 DATE: 03/27/2006	PAGE NO: 32-1
----------------------	------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

32 LANDING GEAR				
1. Anti-Skid System	C	1	0	(O) NOTE: Refer to AFM Limitations and Abnormal Procedure: Dispatch with Anti-Skid Inoperative.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
33-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
1. Anti-Collision Light System (Wing Strobes)	B	1	0	May be inoperative for day operations. NOTE: This is the system installed to meet the requirements of FAR's.
2. Position Light System	C	1	0	May be inoperative for day operations.
3. Wing Illumination Light	C	-	0	(O) May be inoperative provided a portable lamp/light of adequate capacity for wing and /or control surface inspection is available for night operation in icing conditions.
4. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems (Not including cockpit and engine instrument flood lights)	C	-	-	Individual lights may be inoperative provided the 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.
5. Cockpit and Engine Instrument Flood Lights	B	2	0	May be inoperative for day operations.
6. Landing/Taxi/Recognition Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations.

AIRCRAFT:

CE-525A

REVISION NO: ORIGINAL

DATE: 01/25/2002

PAGE NO:

33-2

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

7. Fasten Seat Belt and No
Smoking Lighted Sign

B

1

0

(O) May be inoperative provided:

- a) Passenger Address System is operative, and
- b) Alternate procedures for notifying passengers are established and used.

B

1

0

May be inoperative provided no passengers are carried.

NOTE: See ATA 25 for passenger safety chime relief.

8. Master Warning Lights

C

2

1

Right side may be inoperative for operations not requiring a Second in Command.

9. Master Caution Lights

C

2

1

Right side may be inoperative for operations not requiring a Second in Command.

10. Logo Lights

C

2

0

11. Flashing Beacon Light
System

C

1

0

12. Tail Cone Lights

C

2

0

13. Nose Baggage
Compartment Light

C

1

0

14. Exterior Emergency
Lights

C

2

0

May be inoperative for day operations.

15. Interior Emergency Exit
Lights

C

3

0

May be inoperative for day operations.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
33-3

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS						
16. Windshield Ice Detection Lights	C	2	0		May be inoperative for day operations.	
	C	2	1		Right side may be inoperative.	
17. Cabin Indirect Lighting *** System	C	1	0			
18. Cabin Reading Lights (Except Right Rear Light)	C	7	0		May be inoperative provided configuration is acceptable to the flight crew. NOTE: Right rear light is part of the Interior Emergency Exit Lights.	
19. Cabin Dropped Aisle *** Lighting System	C	1	0			

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
34-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1. Slip Indicators	B	-	1	Right side may be inoperative.
2. Standby Attitude Indicator (3 rd Attitude Indicator)				Deleted Revision 2.
3. Distance Measuring Equipment (DME) System(s)	D	-	-	Any in excess of those required by FAR may be inoperative.
4. Weather Radar System	C	1	-	As required by FAR.
5. Automatic Direction Finding System(s) (ADF)	C	-	-	As required by FAR.
6. Marker Beacon Receiver System	C	1	-	May be inoperative provided approach procedures do not require its use.
7. ATC Transponders and Automatic Altitude Reporting Systems	B	-	-	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those require by FAR may be inoperative.
8. Radio Altimeter System(s)	C	-	0	May be inoperative provided approach minimums and operational procedures do not require its use.

AIRCRAFT:
CE-525A

REVISION NO: 1
DATE: 05/15/2003

PAGE NO:
34-2

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
9. Altitude Alerting System	A	1	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 three flight days.
10. Navigation Equipment *** (VOR/ILS, LORAN, RNAV, OMEGA/VLF, INS, GPS, DOPPLER, FMS)	C	-	-	As required by FAR.
11. Outside Air Temperature Indicating System	C	1	0	May be inoperative provided OAT/RAT can be determined from a secondary, on board source such as SAT/TAS or FMS if installed.
12. Non-stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) stabilized compass systems are operative.
	B	1	0	(O) May be inoperative provide: a) Any combination of two stabilized Gyro or INS stabilized compass system are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
(CON'T.)				

AIRCRAFT:
CE-525A

REVISION NO: 1
DATE: 05/15/2003

PAGE NO:
34-3

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
12. Non-stabilized Magnetic Compass (CON'T.)	B	1	0	(O) 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.
13. 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 FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
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 required its use.
(CON'T.)				

AIRCRAFT:

CE-525A

REVISION NO: 1

DATE: 05/15/2003

PAGE NO:

34-4

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

13. Traffic Alert and Collision
Avoidance System
(TCAS II) (CON'T.)

C

-

0

(M)(O) May be inoperative provided:
a) Not required by FAR,
b) System is deactivated and
secured, and
c) Enroute or approach procedures
do not require its use.1) Combined Traffic Alert
(TA) and Resolution
Advisory (RA) Dual
Display System(s)

C

2

1

(O) May be inoperative on the non-flying
pilot side provided:
a) TA and RA elements and audio
functions are operative on flying
pilot side, and
b) TA and RA display indications are
visible to the non-flying pilot.2) 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.3) 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.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
34-5

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
14. Class B TAWS					
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
a) Modes 1&3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
c) Modes 2, 4, &5 ***	C	3	0		
d) Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	
e) Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
34-6

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
14. TAWS (CON'T.)				
2) Terrain System- Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays	C	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
34-7

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
15. Navigation Databases				
1) Flight Management System	C	-	-	May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
2) Navigation Management System	C	-	-	May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established to verify status and suitability of navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
3) File Server Unit (Charts and Uplink Weather)	C	-	0	

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
34-8

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	1.	2.	3.	4.	
34 NAVIGATION					
16. Windshear Warning and Flight Guidance System	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.	
17. Windshear Detection and Avoidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance 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.	

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
34-9

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
18. Automatic Dependant 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.
1) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
3) CDTI Control	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0	
5) Data Link Receiver(s)	D	-	0	

AIRCRAFT: CE-525A	REVISION NO: ORIGINAL DATE: 01/25/2002	PAGE NO: 35-1
----------------------	---	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

35 OXYGEN				
1. Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated with no passengers in the cabin, and b) Crew Oxygen System is operating normally.
2. Cabin Passenger Oxygen Drop Out Panels	C	4	0	May be inoperative provided the associated seats are considered inoperative, blocked, and placarded.

AIRCRAFT:
CE-525A

REVISION NO: ORIGINAL
DATE: 01/25/2002

PAGE NO:
38-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
1. Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced prior to repair,
2. Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.

AIRCRAFT:
CE-525A

REVISION NO: 2
DATE: 03/27/2006

PAGE NO:
52-1

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
1. CABIN DOOR Annunciator	C	1	0	(O) May be inoperative provided: a) The door is verified CLOSED and latched, b) The 6 lock flags are visible in the sight glass locations in the door, and c) The interior door handle securing pin is verified engaged (unable to rotate the handle without depressing the push button in the handle grip).
2. BAGGAGE DOOR – FWD Annunciator	C	1	0	(O) May be inoperative provided the forward baggage doors are verified CLOSED and locked.
3. BAGGAGE DOOR – AFT Annunciator	C	1	0	(O) May be inoperative provided the door is verified CLOSED and locked.
4. Door Key Locks	D	-	0	May be inoperative provided the door is in the unlocked position.

AIRCRAFT: CE-525A	REVISION NO: 1 DATE: 05/15/2003	PAGE NO: 73-1
----------------------	------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

73 ENGINE FUEL & CONTROL				
1. Engine Synchronizer *** System	C	1	0	
2. Fuel Flow Indicating System	B	2	1	One may be inoperative.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: CE-525A		REVISION NO: ORIGINAL DATE: 01/25/2002		PAGE NO: 77-1
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. N (1) % RPM Indicators				
Digital Display	C	2	0	May be inoperative provided the tape display for the engine is operative.

AIRCRAFT: CE-525A	REVISION NO: 2 DATE: 03/27/2006	PAGE NO: 78-1
----------------------	------------------------------------	------------------

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

78 ENGINE EXHAUST				
1. Thrust Attenuators (SN's 1-299)	C	2	0	(O) May be inoperative provided both attenuators are hydraulically locked in the stowed position. See AFM Limitations and abnormal procedure: Dispatch with Attenuator Stowed.