



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 03/27/2006

Textron Aviation CE-525A

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| 24 | 24-1 | 1a | 12/06/2004 |
| 25 | 25-1 | 2 | 03/27/2006 |
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| 26 | 26-1 | 2 | 03/27/2006 |
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| 28 | 28-1 | 1 | 05/15/2003 |
| 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 |
| | 33-3 | Original | 01/25/2002 |

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| | 34-8 | Original | 01/25/2002 |
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LOG OF REVISIONS

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

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2**.

| PAGE NO. | EXPLANATION 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. |
| 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. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|----------|--|
| 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. |

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DEFINITIONS

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

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

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PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 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. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 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. |
| 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. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 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. |
| 34-16 | (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. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 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. |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 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. | |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|--|---------------|
| 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. | |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. | |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------|---|---|---|---|---------------|
| 10. | Cabin Door Primary Seal | C | 1 | 0 | (M) May be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. | |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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. | |

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| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|--|---------------|
| 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. | |

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|----------------------|--|
| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------|--|

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------|---|---|---|---|---------------|
| 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. | |

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|--|---------------|
| 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. | |

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| AIRCRAFT: CE-525A | 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 |
|--------------|--|---|---|---|---|---------------|
| 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. | |
| 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. | |

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|----|----|---|---------------|
| 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. | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|------------|------------|------------|--|---------------|
| 8. | High Frequency (HF) Communication System | D C | - - | - 0 | Any in excess of those required by FAR may be inoperative. (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. | |

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TABLE KEY

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

24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|--|------------|
| 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

TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 1. | Passenger Seat | C | - | - | (M) May be inoperative provided: <ol style="list-style-type: none"> 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". <p>NOTE 1: A seat with an inoperative seatbelt is considered to be inoperative.</p> | |
| | 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: <ol style="list-style-type: none"> 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. | |

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| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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. | |

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| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 8. | Exterior Lavatory Door Ashtrays | | | | | |
| | 1) 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. | |

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26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|--|---------------|
| 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. | |

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|----------------------|--|

26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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). | |

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27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|---|---------------|
| 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. | |

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| 28. Fuel | | | | | | |
|-----------------|--|---|---|---|-------------------------|---------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 1. | Fuel Low Level Annunciating Systems | C | 2 | 1 | One may be inoperative. | |

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------------|---|---|---|--|---------------|
| 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. <p>NOTE: See AFM Performance Data.</p> | |
| 4. | Wing Anti-Ice | C | 2 | 1 | (O) One may be inoperative provided: <ol style="list-style-type: none"> 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. | |

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|---|------------|
| 6. | 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. | |

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|----------------------|--|

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 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.) | | | | | | |

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TABLE KEY

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

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 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. | |

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32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------|---|---|---|--|---------------|
| 1. | Anti-Skid System | C | 1 | 0 | (O) | |
| | | | | | NOTE: Refer to AFM Limitations and Abnormal Procedure: Dispatch with Anti-Skid Inoperative. | |

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|----------------------|--|

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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. | |

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 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. | |

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4. REMARKS OR EXCEPTIONS

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 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 | | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 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.) | | | | | | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 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. | |
| | Traffic Alert and Collision Avoidance System (TCAS II) | 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. | |
| | (CON'T.) | | | | | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 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. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 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. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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 | | |

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| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 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 | | |

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TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 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. | |

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TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 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 | | |

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TABLE KEY

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

35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 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. | |

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TABLE KEY

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

38. Water/Waste

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------|---|---|---|--|---------------|
| 1. | Potable Water Systems | C | - | - | (M) Individual components may be inoperative provided: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of the system that operates normally may be used.</p> | |
| | | C | - | - | (M) May be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of the system that operates normally may be used.</p> | |

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| AIRCRAFT: CE-525A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|---|---------------|
| 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. | |

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| 73. Engine Fuel and Control | | | | | | |
|------------------------------------|-----------------------------|---|---|---|-------------------------|---------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 1. *** | Engine Synchronizer System | C | 1 | 0 | | |
| 2. | Fuel Flow Indicating System | B | 2 | 1 | One may be inoperative. | |

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TABLE KEY

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

77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 1. | N (1) % RPM Indicators Digital Display | C | 2 | 0 | May be inoperative provided the tape display for the engine is operative. | |

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|----------------------|--|

| 78. Engine Exhaust | | | | | | |
|---------------------------|------------------------------------|---|---|---|--|------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 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. | |