



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

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 12/18/2019

Textron Aviation Cessna Citation 650

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76	Engine Control	76-1	9	10/18/2014
77	Engine Indicating	77-1	9	10/18/2014
78	Engine Exhaust	78-1	9	10/18/2014

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
1	04/10/1987	All Pages.
2	04/15/1993	HIGHLIGHTS OF REV., DEFINITIONS, PREAMBLE, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 26-2, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 30-3, 30-4, 31-1, 31-2, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-1, 49-1, 52-1, 73-1, 77-1, 78-1.
2a	11/30/1993	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 26-2, 27-1, 28-1, 30-1, 30-2, 30-3, 30-4, 31-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 49-1, 52-1, 73-1, 77-1, 78-1.
2b	07/19/1996	HIGHLIGHTS OF REV., DEFINITIONS, 32-1.
2c	10/25/1996	HIGHLIGHTS OF REV., DEFINITIONS, 21-2, 21-4, 21-5, 21-6, 23-1, 23-2, 25-2, 26-1, 26-2, 26-3, 28-1, 28-2, 30-1, 30-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-4, 34-5, 34-6.
2d	01/08/1998	HIGHLIGHTS OF REV., DEFINITIONS, 34-1, 34-2, 34-4, 34-5, 34-6.
3	10/04/1999	HIGHLIGHTS OF REV., DEFINITIONS, 21-7, 22-1, 27-2, 30-1, 33-1, 33-2, 33-3, 34-1, 34-3, 34-5, 34-6.
4	10/18/2001	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 25-3, 26-1, 26-2, 26-3, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 30-3, 30-4, 30-5, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1, 38-1, 38-2, 49-1, 52-1, 73-1, 77-1, 78-1.
4a	11/23/2001	HIGHLIGHTS OF REV., DEFINITIONS, 33-2.
4b	10/17/2002	HIGHLIGHTS OF REV., DEFINITIONS, 23-1, 23-2, 23-3, 23-4, 24-1, 27-2, 33-2, 33-3, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-9, 38-1.
4c	10/25/2002	HIGHLIGHTS OF REV., DEFINITIONS, 23-1, 23-2, 23-3, 23-4.
5	05/28/2003	HIGHLIGHTS OF REV., DEFINITIONS, 21-5, 25-3, 30-5, 38-2.
6	05/29/2007	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-5, 21-6, 22-1, 22-2, 23-1, 23-2, 23-3, 23-5, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 26-1, 26-2, 28-1, 30-1, 31-1, 31-2, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 35-1, 38-1, 38-2, 46-1, 46-2, 49-1.
7	09/27/2007	HIGHLIGHTS OF CHANGE, 33-1.

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
8	11/14/2008	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, GUIDELINES FOR (O) & (M) PROCEDURES, 21-1 thru 78-1.
9	10/18/2014	All Pages.
10	12/18/2019	HIGHLIGHTS OF CHANGE, DEFINITIONS & PREAMBLE, GUIDELINES FOR (M) & (O) PROCEDURES, 22-1, 23-1, 23-4 thru 5, 23-8, 25-3 and 4, 25-6 thru 10, 28-2, 30-4, 31-2, 32-1, 33-4 thru 6, 34-4 thru 9, 34-12 thru 16, 35-2, 38-1 and 2, 46-1.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 10**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 22 Autoflight	
-10-01-00A and -00B	Changed minimum altitude to 1500 ft. AGL.
ATA 23 Communications	
-10-01-00B	Removed old content and added new to the Remarks and Exceptions.
-50-04	Deleted item.
-50-05 thru -07	Updated to current Policy Letter 58.
-70-01	Listed the three CVR items from Policy Letter 29.
ATA 25 Equipment	
-20-06 thru -01B	Revised Remarks and Exceptions per Policy Letter 79.
-50-02-00A and -00B	Revised Remarks and Exceptions per Policy Letter 104.
-60-03-01 thru -03	Revised Remarks and Exceptions per Policy Letter 73.
-62-01-02A and -02B	Revised Remarks and Exceptions per Policy Letter 120.
ATA 28 Fuel	
-41-02	Deleted "if installed".
ATA 30 Ice and Rain Protection	
-70-01	Deleted "if installed".
ATA 31 Indicating/Recording Systems	
-30-03-00C	Revised Remarks and Exceptions per Policy Letter 87.
ATA 32 Landing Gear	
-41-01	Add "(O)" as listed in policy letter. Revised Remarks and Exceptions per Policy Letter 113.
ATA 33 Lights	
-40-01 and 02	Revised Remarks to ensure anticollision light requirements.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
-40-05	Added "between sunset and sunrise" to the Remarks.
-40-10	Revised/updated item per Policy Letter 72.
ATA 34 Navigation	
-16-01	Added a category C – 1 as listed in policy letter.
	Added "As listed in operator's MEL" to proviso c).
-25-10	Added MMEL item for Universal InSight EFI 1040P STC ST 02654LA.
-36-01	Incorporated per Policy Letter 67 for installations not required by CFR.
-44-03 and -44-04	Updated per Policy Letter 54.
-52-01-00A	Updated item to current policy letter.
-52-04	Added item.
-60-03 thru -60-07	Added MMEL items for Universal InSight EFI 1040P STC ST 02654LA.
-61-01	Item removed.
ATA 35 Oxygen	
-30-02	Updated item to current policy letter.
ATA 38 Water/Waste	
-10-01	Updated item to current policy letter.
-30-03	Updated item to current policy letter.
ATA 46 Information Systems	
-00-01	Updated per Policy Letter 121.

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DEFINITIONS AND PREAMBLE

DEFINITIONS

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

PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

Cessna has developed recommended (M) maintenance and (O) operations procedures for the Cessna 650 Master Minimum Equipment List (P/N 650COMP-09-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

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PAGE NO. 21-1

AIRCRAFT: Cessna 650	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Overhead Air Outlet	C	-	0		
-20-02	Cockpit Overhead Air Outlet	C	2	0		
-20-06	Cockpit Torso Air Outlet	C	2	0		
-21-03	Cabin Recirculation Fan (WEMAC Boost) (Units -0001 thru -0104 Incorporating SB650-21-22 and Units -0105 and on)	C	1	0		
-21-12	Defog Fan (Units -0001 thru -0241)	C	1	0	May be inoperative provided: a) Auxiliary heater is operative, b) Both PACs are operative, and c) A means to clear windshield of moisture is readily available.	
-21-12	Defog Fan (Units -7001 thru -7119)	C	1	0	May be inoperative provided windshield electric anti-ice system is operative.	
-21-15	Hydraulic Fan (Units -0001 thru -0104)	C	1	0	May be inoperative provided: a) Both CKPT PAC and CAB PAC selectors remain in OFF position for all ground operations including takeoff and landing roll, and b) Auxiliary heater is operative.	
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System					
-00A	(Unpressurized with Cabin Occupants)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 13,000 ft. cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR. NOTE: CABIN ALT 8500 FT amber annunciator may illuminate at 8,500 ft. cabin altitude. Cabin altitude warning horn may sound at 10,000 ft. cabin altitude.	
-00B	(Unpressurized without Cabin Occupants)	C	1	0	(M)(O) May be inoperative provided: a) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected ON, d) PASS OXY is selected OFF, e) No cabin occupants are carried, f) Aircraft is operated at FL 250 or below, and g) Flightcrew oxygen system is used as required by 14 CFR. NOTE: CABIN ALT 8500 FT amber annunciator may illuminate at 8,500 ft. cabin altitude. Cabin altitude warning horn may sound at 10,000 ft. cabin altitude.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Emergency Pressurization System (Failed Closed)	C	2	0	(O) May be inoperative provided: a) Emergency pressurization valve is verified closed, and b) Aircraft is operated at FL 250 or below.	
-31-02	Cabin Pressurization System Mode					
-01	Automatic Schedule Mode (AUTO SCHED)	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) PRESSURIZATION AUTO SCHED/ALTITUDE SELECT switch is selected to ALTITUDE SELECT, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Con'd)					
-02	Altitude Select Mode (ALTITUDE SELECT)	C	1	0	May be inoperative provided: a) Automatic schedule mode is operative, b) PRESSURIZATION AUTO SCHED/ALTITUDE SELECT switch is selected to AUTO SCHED, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, and f) Aircraft is operated at FL 410 or below.	
-04	Any Mode (Excluding Manual)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) PRESSURIZATION NORM/MAN switch is selected to MAN, and c) Aircraft is operated using manual pressurization.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar	
-32-01	Cabin Altitude Gauge/Indication						
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.		
-00B	(Unpressurized)	C	1	0		May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Gauge Lighting	C	1	0		May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	
-32-02	Cabin Differential Pressure Gauge/Indication						
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.		
-00B	(Unpressurized)	C	1	0		May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-03	Cabin Vertical Speed Gauge/Indication					
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Gauge Lighting	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-33-04	PAC Isolation Valve	C	1	0	(O) May be inoperative provided: a) Isolation valve is verified closed, and b) Both PACs are operative.	
-40-01	Baggage Heat System (Fan or Heater Element) (Units -0001 thru -0241)	C	1	0	(M) May be inoperative provided system is deactivated.	
-40-01 ***	Baggage Heat System (Fan or Heater Element) (Units -7001 thru -7119)	C	1	0	(M) May be inoperative provided system is deactivated.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Auxiliary Heater (Cockpit) (Units -0001 thru -0241)	C	1	0	May be inoperative provided: a) Defog fan is operative, and b) Both PACs are operative.	
-50-02 ***	Vapor-Cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.	
-50-03 ***	Evaporator Fan					
-05	Forward	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, and b) Forward evaporator fan is deactivated.	
-06	Aft	C	1	0	(M) May be inoperative provided: a) Forward evaporator fan is operative, and b) Aft evaporator fan is deactivated.	
-50-04	Pressurization Air Conditioning (PAC) System					
-00A	(Pressurized)	C	2	1	One may be inoperative provided: a) Affected PAC is selected OFF, and b) Aircraft is operated at FL 410 or below.	
-00B	(Unpressurized)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Pressurization Air Conditioning (PAC) System (Cont'd)					
-01	Bi-Level Flow Control Valve	C	2	1	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) ISOL VALVE is selected to SHUT, c) APU BLEED VALVE is selected to CLOSE, d) Affected PAC is considered inoperative, e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and f) Aircraft is operated at FL 410 or below.	
-60-01	Cockpit and Cabin Temperature Control System	C	4	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Automatic Mode	C	2	0	May be inoperative provided associated temperature control system manual mode is used.	
-02	Manual Mode	C	2	0	May be inoperative provided associated temperature control system automatic mode is used.	
-61-01 ***	Cabin Temperature Remote Control	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NORM.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Temperature Indication System					
-01	Cabin	C	1	0		
-02	Cockpit	C	1	0		
-03	Supply Duct	C	2	1	One may be inoperative provided: a) Associated air temperature control system automatic mode is considered inoperative (refer to item 21-60-01-01), and b) Associated duct overheat amber annunciator is monitored during temperature adjustment.	

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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
-10-01	Autopilot Disconnect Button (AP/TRIM/NWS DISC) (Failed Deselected)					
-00A	Left Control Wheel	C	1	0	(O) May be inoperative provided: a) Right control wheel button is operative, b) Alternate procedures for disconnecting nose wheel steering during ground operations are established and used, c) A pilot remains seated in right seat with seat belt fastened during all autopilot operations, d) Autopilot system is not used below 1500 ft. AGL, e) Approach minimums do not require use of autopilot system.	
-00B	Right Control Wheel	C	1	0	May be inoperative provided: a) Left control wheel button is operative, b) A pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below 1500 ft. AGL, d) Approach minimums do not require use of autopilot system.	
-10-02	Autopilot Interrupt/Flight Director Sync Button (TCS)	C	2	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot System (Single Channel Autopilot-Equipped Aircraft)	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM.	
-10-03	Autopilot System (Dual Channel Autopilot-Equipped Aircraft)					
-00A	(Single Channel Failed)	C	2	1	(M) One may be inoperative provided associated autopilot channel is deactivated.	
-00B	(Both Channels Failed)	B	2	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM.	
-10-04	Takeoff/Go-Around Button (GA)					
-00A	(Single Button Failed)	C	2	1	One may be inoperative.	

(Continued)

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Takeoff/Go-Around Button(GA) (Cont'd)					
-00B	(Both Buttons Failed)	C	2	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot-flying side. NOTE: FMS missed approach procedure must be manually advanced.	
-10-05	Yaw Damper	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (refer to item 22-10-03).	
-13-03	Flight Guidance Controller Annunciator (MS-500A) (Failed to Illuminate)					
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to Illuminate)					
-01	Altitude (ALT Button)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
(Continued)						

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to Illuminate) (Cont'd)					
-02	Altitude Select (ALTSEL Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-03	Approach (APP Button) (GC-810-Equipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
-03	Approach (APP Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-04	Autopilot (AP Button - A or B Annunciation) (GC-810-Equipped Aircraft)	C	2	0	May be inoperative provided AP ENG annunciation appears in EADI flight director mode box.	
-05	Back Course (BC Button) (GC-810-eEquipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
(Continued)						

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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
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to Illuminate) (Cont'd)					
-05	Back Course (BC Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-06	IAS/Mach Change-Over (C/O Button) (GC-810-Equipped Aircraft)	D	1	0		
-07	Coupled Side (HSI Button - Left or Right Arrow) (GC-810-Equipped Aircraft)	C	2	1	One may be inoperative provided operative arrow points to pilot-flying side.	
-08	Flight Director (FD OFF Button) (MS-500A-Equipped Aircraft)	C	1	0	May be inoperative provided associated command bars appear on EADI display (EFIS-equipped) or ADI (non EFIS-equipped).	
-09	Flight Level Change (IAS or MACH Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-09	Flight Level Change (FLC Button) (GC-810-Equipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
(Continued)						

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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
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to Illuminate) (Cont'd)					
-10	Half Bank (BANK Button) (GC-810-Equipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
-11	Heading (HDG Button)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-12	Navigation (NAV Button) (GC-810-Equipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
-12	Navigation (NAV Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-13	Vertical Navigation (VNAV Button) (MS-500A-Equipped Aircraft)	C	2	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-13	Vertical Navigation (VNAV Button) (GC-810-Equipped Aircraft)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box.	
(Continued)						

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GC-810) (Failed to Illuminate) (Cont'd)					
-14	Vertical Speed (VS Button)	C	1	0	May be inoperative provided appropriate annunciation appears in EADI flight director mode box (EFIS-equipped) or on mode annunciation panel (non EFIS-equipped).	
-15	Yaw Damper (YD Button - A or B Annunciation) (GC-810-Equipped Aircraft)	B	2	0	May be inoperative provided yaw damper is considered inoperative (refer to item 22-10-05).	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS Not Required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS Required)	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	
(Continued)						

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	High Frequency (HF) Communication System (Cont'd)					
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative (refer to item 23-10-01).	
-11-01 ***	Ultra High Frequency (UHF) Communication System (Units -7001 thru -7119)	D	-	0	May be inoperative provided procedures do not require its use.	
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.	
-04 ***	Airborne Flight Information System (AFIS) (VHF AFIS-Equipped Sircraft)	D	1	0	May be inoperative provided procedures do not require its use.	
-20-01 ***	Satellite Data Link Service					
-02A	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.	

(Continued)

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Satellite Data Link Service (Cont'd)					
-02B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Internet	D	-	0		
-05 ***	Airborne Flight Information System (AFIS) (SAT AFIS-Equipped Aircraft)	D	1	0	May be inoperative provided procedures do not require its use.	
-20-03 ***	Selective Call (SELCAL) (System or Individual Channel)					
-00A	(SELCAL Not Required)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	(SELCAL Required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-40-01 ***	Automatic Cabin Briefer	D	1	0		
-40-03	Passenger Address (PA) System	D	1	0		
-40-04	Passenger Seat Belt/Safety Chime	C	1	0	(O) May be inoperative provided: a) Passenger address system is operative, and b) Cabin occupants are briefed by alternate means.	

AIRCRAFT: Cessna 650	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker.	
-50-05	Flight Deck Headsets Earphones/ Headphones and Boom Microphones					
	Holder of An Air Carrier or Commercial Operator Certificate					
-01A	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within 3 flight-days.	
-01B		D	-	-0	Any in excess of those required by regulation may be inoperative.	
-02	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-03	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
-04		D	-	0	Any in excess of those required by regulation may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	Flight Deck Headsets Earphones/ Headphones and Boom Microphones					
	Operator Other Than A Holder of An Air Carrier or Commercial Operator Certificate					
-01	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
-02A		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-04	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-50-07	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
-01		C	-	0	May be inoperative provided associated boom microphone operates normally.	
-02	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative (refer to item 23-50-04).	
-03	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.	

AIRCRAFT: Cessna 650	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-08	Push-to-talk (PTT) Switch (Failed Deselected)					
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.	
-50-09 ***	Radio Management Unit (RMU) (Primus II-Equipped Aircraft)	C	2	1	(O) One may be inoperative provided: a) Standby radio control unit is verified operative, and b) COM 1 is verified operative.	
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.	
-01	Aileron (Each Side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
-02	Wing Tip Assembly (Each Side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.	
(Continued)						

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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
-60-01	Static Wick (Cont'd)					
-04	Wing Trailing Edge (Each Side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing trailing edge is area between aileron and wing tip assembly.	
-05	Elevator (Each Side)	-	1	1	NOTE: This static wick is required. Relief should not be taken under another installation area.	
-06	Horizontal Stabilizer Trailing Edge (Each Side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
-07	Vertical Stabilizer	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.	
-08	Rudder	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.	
-09	Stinger	-	1	1	NOTE: This static wick is required. Relief should not be taken under another installation area.	

AIRCRAFT: Cessna 650	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed					
-00A	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
***	Independent Power Source Cockpit Voice Recorder (CVR) Without Flight Data Recorder Installed	C	1	0		
-00B	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	Independent Power Source Cockpit Voice Recorder (CVR) Installed For An Operator Other Than A Holder Of An Air Carrier Or Commercial Operator Certificate	C	1	0		
-00C	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs	
***	Independent Power Source	C	1	0		
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR.	
-03A	Data Link Recording	C	1	0	May be inoperative provided data link recording is not required by 14 CFR.	
-03B	Data Link Recording	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	

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<p>AIRCRAFT: Cessna 650</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine AC Generating System (Units -7001 thru -7119)	C	2	1	One may be inoperative provided: a) Affected windshield electric anti-ice system is considered inoperative (refer to item 30-40-02), and b) Affected horizontal stabilizer anti-ice system is considered inoperative (refer to item 30-10-02).	
-22-01	AC Inverter (Units -0001 thru -0178, -0200 thru -0202, and -0207 thru -0241)	B	2	1	One may be inoperative provided: a) Aircraft is not operated at night, and b) Aircraft is not operated IFR.	
-22-01	AC Inverter (Units -0179 thru -0199, -0203 thru -0206, and -7001 thru -7119)	B	2	1	One may be inoperative provided: a) AVIONICS POWER XOVER is selected to appropriate position, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.	
-25-01	AC Amperage Gauge/Indication	C	2	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-25-02	AC Voltage Gauge/Indication	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-01	Inverter Select Switch (LH ALT-RH ALT)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-30-01	APU DC Generating System (APU-Equipped Aircraft)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Engine DC Generating System (APU-Equipped Aircraft)	A	2	1	One may be inoperative provided: a) Associated GEN switch is selected OFF, b) APU DC generating system is used throughout flight, c) Aircraft is operated at FL 300 or below, and d) Repairs are made within 3 flight-days. NOTE: GEN OFF L or R amber annunciator may illuminate.	
-31-02 ***	Battery Temperature Indicator	C	1	0		
-32-01	Main Battery (Dual 40 or 44 Amp Battery-Equipped Aircraft)	B	2	1	(M) One may be inoperative provided affected battery is disconnected and connector is secured.	
-37-01	APU DC Amperage Gauge/Indication (APU-Equipped Aircraft)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.	
-40-01	External Power System	D	1	0		
-50-01 ***	AC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	
-60-01 ***	DC Cockpit Outlet	D	-	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-10-01 ***	Cockpit Assist Handle	D	1	0		
-10-03	Cockpit Sunvisor System (Including Attach Mechanism)	D	-	0	May be missing, or inoperative provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.	
-10-05	Flightcrew Seat (Per Seat)					
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	C	2	0	(M) May be missing, or inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.	

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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
-10-05	Flightcrew Seat (Per Seat) (Cont'd)					
-05 ***	Thigh Support	D	1	0	May be inoperative provided full flight control movement is available.	
-06	Vertical Adjustment	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.	
-10-09 ***	Yoke-Mounted Chart Holder	D	-	0		
-01 ***	Light	D	-	0		
-20-01 ***	Cabin Ashtray (Excluding Lavatory Door)	A	-	1	May be inoperative or missing provided ashtray is replaced within 3 calendar-days.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-05	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.	
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches) (Per Seat) Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.	
		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position. (Continued)	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches) (Per Seat) (Cont'd)					
-01A	Armrest (With Seat Controls)	D	-	0	(M) May be inoperative or missing with seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
-01B	Armrest (Without Seat Controls)	D	-	0	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-02A	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	(M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff and landing position.	
-02B	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	May be inoperative with seat occupied provided control is failed in taxi, takeoff and landing position.	
-02C	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (refer to item 25-20-06).	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches) (Per Seat) (Cont'd)					
-03	Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	1	0		
-05 ***	Lumbar Support	D	1	0		
-40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its most current revision.	
-40-02 ***	Aft Vanity Hot Liquid Storage System Heater	C	1	0	(M) May be inoperative provided system is deactivated.	
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00A		C	-	0	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
-00B		C	-	0	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets and	

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1. REPAIR CATEGORY
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00B (Cont'd)		C	-	0	f) Passengers are briefed that affected bin, compartment or closet is not used.	
					NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
					NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	
-01	Shelving	D	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02 ***	Key Lock	D	-	0	May be inoperative in unlocked position.	
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be inoperative or missing.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes Associated Equipment)	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 1 flight.	
		D	-	0	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
-02 ***	Emergency Medical Kit (EMK) (Includes Associated Equipment)	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
-03 ***	First Aid Kit (FAK) (Includes Associated Equipment)	A	-	-	(O) If more than one is required by CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-61-01 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		A	-	0	(M) May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-02B	Fixed, Automatic	D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Emergency Locator Transmitter (ELT) (Cont'd)					
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-11-01 ***	Baggage Compartment Smoke Detection System (Units -7001 thru -7119)	C	1	0	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAG HTR is selected OFF. NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-11-03 ***	Cabin Smoke Detector	C	1	0		
-12-01	APU Fire Detection System (APU-Equipped Aircraft)	C	1	0	May be inoperative provided APU is considered inoperative (refer to item 49-20-01).	
-20-03	APU Fire Extinguishing System (APU-Equipped Aircraft)	C	1	0	May be inoperative provided APU is considered inoperative (refer to item 49-20-01).	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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<p>AIRCRAFT: Cessna 650</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Aileron Boost System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM AILERON BOOST SYSTEM OFF abnormal procedure.	
-20-01	Rudder Pedal Adjustment System	B	4	2	(M)(O) Two may be inoperative provided: <ol style="list-style-type: none"> a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight. 	
-50-02	Flap System (Units -0200 thru -0202, -0207 thru -0221, and -7001 thru -7019 Incorporating SB 650-27-42 and Units -0222 and -7020 and on)	B	1	0	May be inoperative provided aircraft is operated in accordance with AFM DISPATCH WITH FLAPS IN THE UP POSITION supplement.	
-60-02	Speed Brake Position Indication	C	1	0	(O) May be inoperative provided speed brakes are verified operative, prior to flap extension, before each flight.	
-01	SPOILERS UP Light	C	2	0		
-70-02	Control/Gust Lock System (Failed Unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Over-Wing Refueling Cap Lock					
-00A	(Failed Unlocked)	D	-	0		
-00B	(Failed Locked)	C	-	0	NOTE: If Single-Point Refueling (SPR) door lock is also failed in locked position or SPR system is inoperative, refueling will not be possible.	
-10-02	Single-point Refueling (SPR) System	C	1	0		
-02	Manual Defuel Select Valve	C	2	0	May be inoperative provided aircraft is not defueled using SPR system.	
-10-04	Fuselage Fuel System	C	1	0	(M) May be inoperative provided fuselage fuel tank is verified empty.	
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both wing fuel quantity indicating systems are operative, and c) Repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System					
-01	Wing Tank	A	2	1	(O) One indication may be inoperative provided: <ol style="list-style-type: none"> a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both wing fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuselage tank is verified empty, f) APU use is limited to thirty cumulative minutes if RH indicator is inoperative, g) WING FUEL XFER remains OFF, h) Fuel use is tracked, i) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and AIL TRIM L-R amber annunciator, j) Repairs are made within three flight cycles. 	
-02	Fuselage Tank	C	1	0	May be inoperative provided fuselage fuel system is considered inoperative (refer to item 28-10-04).	
-03	Wing Tank Indicator Tape	B	2	1	One may be inoperative provided fuel totalizer is operative.	
-04	Fuselage Tank Indicator Tape	B	1	0	May be inoperative provided the fuel totalizer is operative.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-03	Fuel Totalizer	C	1	0		
-43-01	Fuel Temperature Indication	C	2	1	One may be inoperative.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	APU Hydraulic Pump (Units -0001 thru -0104)	C	1	0	May be inoperative provided: a) APU is not used, and b) Hydraulic Fan is considered inoperative (refer to item 21-21-15).	
-30-01	Hydraulic Reservoir Quantity Indication (Gauge)	B	1	0	(M) One may be inoperative provided: a) Quantity in reservoir is verified adequate on reservoir sight gauge prior to every flight, and b) Hydraulic pressure indication is monitored.	

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Horizontal Stabilizer Electric Anti-Ice System	C	2	1	(M) May be inoperative provided: a) System is deactivated, b) Affected STAB switch is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-04	Wing Bleed Air Anti-Ice System	C	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING ANTI-ICE switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-05	Wing Root Cuff Electric Anti-Ice System	A	2	0	(M) May be inoperative provided: a) Affected wing cuff is deactivated, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Repairs are made within 3 flight-days.	
-20-01	Engine Anti-Ice System	A	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Affected ANTI-ICE ENGINE switch is selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Pitot Tube Heater (Copilot)	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by 14 CFR, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. 	
-30-04	Static Port Heater (Copilot)	B	3	2	One may be inoperative provided: <ol style="list-style-type: none"> a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM. 	
-30-05	Temperature Probe Heater (RAT)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-01	Rain Removal System (Bleed Air and/or Doors) (Units -0001 thru -0241)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Both W/S BLEED AIR valves are selected OFF, b) W/S BLEED switch is selected OFF, c) Aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR, and d) Repairs are made within 2 flight-days. 	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Rain Removal System (Bleed Air and/or Doors) (Units -7001 thru -7119)	A	1	0	May be inoperative provided: a) Both W/S BLEED AIR valves are selected OFF, b) W/S BLD switch is selected OFF, c) Aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by 14 CFR, and d) Repairs are made within 2 flight-days.	
-40-02	Windshield Bleed Air Anti-Ice System (Units -0001 thru -0241)	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-02	Windshield Electric Anti-Ice System (Units -7001 thru -7119)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) Affected ANTI-ICE WINDSHIELD switch is selected OFF, c) A means to clear windshield of moisture is readily available, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-03	Windshield Alcohol De-Ice System (Units -0001 thru -0241)	C	1	0	(M) May be inoperative provided: a) Windshield de-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-05	Frost Pane Defog System (Units -7001 thru -7119)	C	2	0		

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Drain Heater (Forward and Aft Evaporator Fans, Refreshment Center, Aft Vanity Basin and/or Relief Tube)	C	-	0	(M) May be inoperative provided: a) Drain heaters are deactivated, and b) Forward and aft evaporator fans, refreshment center, aft vanity basin, and relief tube, overboard drains are considered inoperative (refer to item 38-30-04).	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	APU Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.	
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-20-05 ***	Engine Takeoff Target Power Indicator/Computer	D	1	0		
-30-03 ***	Flight Data Recorder (FDR)					
-00A	(Flight Data Recorder (FDR) Not Required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.	
-00B	(Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-03 ***	Flight Data Recorder (FDR) (Cont'd)					
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior totakeoff, or 2) The FDR repair was attempted but 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 todispatch, and d) Repairs are made within 3 flight-days. 	
-01A	Flight Data Recorder (FDR) Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. 	
-01B	Flight Data Recorder (FDR) Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR.	
-30-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by procedures.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-40-01 ***	Audio Checklist	D	1	0	May be inoperative provided procedures do not require its use.	
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.	
-01 ***	Remote Controller	D	-	0		
-50-01	Annunciator (Failed to Illuminate)					
-02	Accessory Door (ACC DOOR UNLOCKED - NOSE/BAG) (Units -0001 thru -0161 Incorporating SB 650-52-19 and Units -0162 and on)	C	3	0	May be inoperative provided associated door warning systems are considered inoperative (refer to item 52-70-01). NOTE: Refer to airframe maintenance manual for doors monitored.	
-02	Accessory Door (DOOR UNLOCKED - ACC) (Units -0001 thru -0161 Not Incorporating SB 650-52-19)	C	2	0	May be inoperative provided associated door warning systems are considered inoperative (refer to item 52-70-01). NOTE: Refer to airframe maintenance manual for doors monitored.	
-04A	Autopilot Disengage (AUTO PILOT OFF) (SPZ-650-Equipped Aircraft)	B	2	0	May be inoperative provided autopilot system is considered inoperative (refer to item 22-10-03).	
-04A	Autopilot Disengage (AP OFF) (SPZ-8000-Equipped Aircraft)	B	2	0	May be inoperative provided autopilot system is considered inoperative (refer to item 22-10-03).	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to Illuminate) (Cont'd)					
-04B	Autopilot Disengage (AP OFF) (SPZ-8000-Equipped Aircraft)	C	2	1	One may be inoperative provided annunciator is operative on pilot-flying side.	
-04B	Autopilot Disengage (AUTO PILOT OFF) (SPZ-650-Equipped Aircraft)	C	2	1	One may be inoperative provided annunciator is operative on pilot-flying side.	
-06	Cabin Altitude (CABIN ALT 8500 FT)	C	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Cabin altitude horn is verified operative, and c) Aircraft is operated at FL 250 or below.	
-07	Cabin Door (DOOR UNLOCKED - CAB) (Units -0001 thru -0161 Not Incorporating SB 650-52-19)	B	2	0	May be inoperative provided main cabin door warning system is considered inoperative (refer to item 52-70-01-07).	
-07	Cabin Door (CAB DOOR UNLOCKED) (Units -0001 thru -0161 Incorporating SB 650-52-19 and Units -0162 and on)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative (refer to item 52-70-01-07).	
(Continued)						

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to Illuminate) (Cont'd)					
-11	Duct Overheat (DUCT O'HT - CKPT/CAB) (Units -0001 thru -0241)	C	3	2	(O) One position annunciation may be inoperative provided: a) Associated PAC supply temperature indicating system is operative and monitored to ensure temperature remains at 250 °F (121 °C) or below, and b) Cockpit and cabin automatic temperature control systems are operative.	
-11	Duct Overheat (DUCT O'HEAT - LH/RH) (Units -7001 thru -7119)	C	3	2	(O) One position annunciation may be inoperative provided: a) Associated PAC supply temperature indicating system is operative and monitored to ensure temperature remains at 250 °F (121 °C) or below, and b) Cockpit and cabin automatic temperature control systems are operative.	
-13	Engine Anti-Ice (ENG ANTI-ICE - LH/RH)	C	3	2	One position annunciation may be inoperative provided associated engine anti-ice system is considered inoperative (refer to item 30-20-01).	
-15	Fuselage Fuel Quantity Full (FUS TANK FULL) (Units -0001 thru -0241)	C	1	0		
-16	Fuselage Fuel Quantity Low (FUS TANK LOW)	C	1	0	May be inoperative provided fuselage fuel quantity is monitored.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to Illuminate) (Cont'd)					
-17	Generator Off/Fail (GEN OFF - LH/RH)	C	3	2	(O) One position annunciation may be inoperative provided affected generator voltage and amperage is monitored.	
-19	Hydraulic Volume Low (HYD VOL LOW)	C	1	0	May be inoperative provided hydraulic volume is monitored.	
-25	PAC Overheat (PAC O'HT - CKPT/CAB) (Units -0001 thru -0241)	C	3	2	One position annunciation may be inoperative provided associated PAC is considered inoperative (refer to item 21-50-04).	
-25	PAC Overheat (PAC O'HEAT - LH/RH) (Units -7001 thru -7119)	C	3	2	One position annunciation may be inoperative provided associated PAC is considered inoperative (refer to item 21-50-04).	
-26	Pitot/Static Heater Off/Fail (P/S HTR OFF - LH/RH)	B	3	2	One position annunciation may be inoperative provided pitot tube and static port heater are considered inoperative (refer to items 30-30-03 and 30-30-04).	
-27	SPOILERS UP	C	1	0	May be inoperative provided both flap/speed brake indicator SPOILERS UP lights are operative and monitored.	
-28	Stabilizer Anti-Ice (STAB ANTI-ICE - LH/RH) (Units -0001 thru -0172 Incorporating SB 650-31-09 and Units -0173 and on)	C	3	2	One position annunciation may be inoperative provided associated stabilizer anti-ice system is considered inoperative (refer to item 30-10-01).	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to Illuminate) (Cont'd)					
-28	Stabilizer Anti-Ice (STAB DE-ICE - LH/RH) (Units -0001 thru -0172 Not Incorporating SB 650-31-09)	C	3	2	One position annunciation may be inoperative provided associated stabilizer anti-ice system is considered inoperative (refer to item 30-10-01).	
-29	Wing Anti-Ice (WING ANTI-ICE - LH/RH)	C	3	2	One position annunciation may be inoperative provided associated wing anti-ice system is considered inoperative (refer to item 30-10-04).	
-50-02	Cabin Altitude Warning System (Aural and/or Visual Warning Failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-50-03	Central Warning					
-01	Master Warning Light (Failed to Illuminate)	C	2	1	One may be inoperative.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative.	
-03	Master Caution Light (Failed to Illuminate)	C	2	1	One may be inoperative.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative.	
-50-04	Aural Warnings					
-01	Autopilot Disengage	B	1	0	May be inoperative provided autopilot is considered inoperative (refer to item 22-10-03).	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Anti-Skid System 1) Dry Runways 2) Wet Runways (No standing water present in area of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with AFM DISPATCH WITH ANTISKID SYSTEM INOP supplement. (O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runways, b) Thrust Reversers operate normally, c) Acceptable Performance Data from an Analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The cross wind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Date, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in the AFM.	
-44-01 ***	Tire Pressure Monitoring System (STC ST02127LA)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.	

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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
-10-01	Cockpit and Instrument Lighting (Excluding Button Lights, Standby Flight Instrument Lighting, Internally Lighted Annunciators, and Required Placard Lighting)					
-00A	(Day)	C	-	0	May be inoperative provided aircraft is not operated at night.	
-00B	(Night)	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flightcrew. 	
-10-02	Cockpit Flood Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Cockpit Map Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative provided a cockpit flood light is operative.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative provided: a) A cockpit flood light is operative, and b) A flashlight is available to affected crewmember.	
-10-05	Windshield Ice Detection Light					
-00A	(Single Light Failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-20-02	Cabin Interior Lighting (Excluding Cabin Emergency Lighting) (Includes Footwell Lights unless Part of Emergency Lighting System)					
-00A		C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.	
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-00A	(With Cabin Occupants)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without Cabin Occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Aft Baggage Compartment Light (Units -0001 thru -0241)	C	1	0		
-30-01	Aft Baggage Compartment Light (Units -7001 thru -7119)	C	2	0		
-01	Door Proximity Switch (Failed to Extinguish Light)	C	1	0	May be inoperative provided BAGGAGE LIGHT switch is selected OFF prior to baggage door closure.	
-30-04	Tailcone Maintenance Light	C	1	0		
-01	Door Proximity Switch (Failed to Extinguish Light)	C	1	0	May be inoperative provided TAILCONE LIGHT switch is selected OFF prior to tailcone access door closure.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Anti-Collision Light System (Wing Strobe)					
-00A		C	1	0	May be inoperative provided system is not required by 14 CFR.	
-00B		A	1	0	May be inoperative provided: a) Position/navigation/beacon light system is operative, b) Ground recognition light is operative, and c) Repairs are made within 3 flight-days.	
-40-02	Ground Recognition Light (Beacon)	C	-	0	May be inoperative provided Wing Strobe is operative. NOTE: Position/navigation or anticollision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	
-40-03	Landing Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative provided a taxi light is operative on same side of aircraft as inoperative landing light.	
-00C	(Both Lights Failed, Day)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-02 ***	Pulse Light Mode	D	1	0	(M)(O) May be inoperative provided: a) Pulse light system is deactivated, and b) At least one landing light is verified operative for night operations.	
-03A	Landing Light Extension/Retraction System (Failed Extended)	C	2	0	May be inoperative provided aircraft is operated in accordance with AFM limitations.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Landing Light (Cont'd)					
-03B	Landing Light Extension/Retraction System (Failed Retracted)	C	2	0	May be inoperative provided: a) Associated landing light is considered inoperative (refer to item 33-40-03), and b) Associated LANDING LIGHTS switch is selected OFF.	
-40-05	Position/Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
-40-07	Recognition Light	C	2	0	May be inoperative provided aircraft is not operated at night.	
-01 ***	Pulse Light Mode	D	1	0	(M)(O) May be inoperative provided: a) Pulse light system is deactivated, and b) Both recognition lights are verified operative for night operations.	
-40-08 ***	Tail Flood Light	D	2	0		
-40-09	Taxi Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative.	
-00B	(Both Lights Failed, Night)	C	2	0	May be inoperative provided both landing lights are operative.	
-00C	(Both Lights Failed, Day)	C	2	0	May be inoperative provided aircraft is not operated at night.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Wing Inspection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.	
		C	2	1	One may be inoperative provided: a) The left light is operative for singlepilot operations, and b) Ground deicing procedures do not require their use.	
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.	
-50-04	Exterior Emergency Light	B	3	0	May be inoperative provided aircraft is not operated at night.	

AIRCRAFT: Cessna 650	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
-12-01	Air Temperature Gauge/Indication (SAT/TAT)	C	1	0	May be inoperative provided temperature is available by alternate means.	
-13-01	Mechanical Vertical Speed Indicator (Units -0001 thru -0241)	C	2	1	May be inoperative provided all remaining instruments on associated air data system are operative.	
-13-01 ***	Mechanical Vertical Speed Indicator (Units -7001 thru -7119)	C	1	0		
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, b) Enroute operations, ie RVSM, do not require its use, c) Airplane does not depart from a designated airport where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		C	-	1	As listed in operators MEL.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.	
-17-01 ***	Air Data Computer (ADC) (Pilot's Standby) (Units -0001 thru -0199 and -0203 thru -0206)	C	1	0	May be inoperative provided pilot's primary ADC is verified operative and selected.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-18-01	Angle of Attack (AOA) System					
-01 ***	Indexer	C	-	0		
-02	Indicator	C	1	0	May be inoperative provided both stick shakers are verified operative.	
-18-02	Angle of Attack (AOA) Heater					
-01	Probe	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-02	Case	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-23-01	Non-Stabilized Magnetic Compass					
-00A		B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or INS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).	

(Continued)

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-Stabilized Magnetic Compass (Cont'd)					
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or INS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.	
-24-02	Rate of Turn Indicator (AD-650 Attitude Director Indicator-Equipped Aircraft)	C	2	1		
-25-03	Flight Director System					
-00A	(Single Side Failed)	C	2	1	One side may be inoperative provided: a) Command bars are not present on affected side, and b) Approach or departure procedures do not require its use.	
-00B	(Both Sides Failed)	B	2	0	May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require its use, and c) Autopilot system is considered inoperative (refer to item 22-10-03).	
-25-04 ***	Multi-Function Display (ED102D or MDZ-816)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-09	EFIS Symbol Generator (MDZ-816 MFD-Equipped Aircraft)	C	3	2	One may be inoperative provided pilot and copilot EFIS displays are driven by independent symbol generators.	
-25-10	MFD	C	2	0	May be inoperative.	
***	Universal InSight EFI 1040P STC ST02654LA Equipped Aircraft				If there is no MFD display the pilot-flying's PFD must have the engine instruments selected on.	
-25-11	Course/Heading Panel Function Control (RI-206)					

-01	Course	B	2	1	One may be inoperative provided procedures do not require its use.	
-02	Course Direct (PUSH DIR)	C	2	0		
-03	Heading Sync (PULL SYNC)	C	1	0		
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative (refer to item 34-32-01), c) Procedures do not require its use, and d) System is not required by 14 CFR.	
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-33-01	Microwave Landing System (MLS)	D	-	0	May be inoperative provided procedures do not require its use.	

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-------------------------	------------------------------------------------------------------------------------------------------------------------

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-36-01 ***	Reactive Windshear System (Includes TAWS Windshear Mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.	
-44-01	Radio Altimeter System					
-00B	(TAWS or TCAS II Required)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), e) Aircraft is operated in accordance with AFM radio altimeter limitations, and f) Repairs are made within 2 flight-days.	
					NOTE: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Class A TAWS Equipment required					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-00A	Mode 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Repairs are made within 2 flight-days.	
-00B	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-00C	Glideslope Deviation(s) Mode 5	C	-	1		
		B	-	0		
-00D	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT: Cessna 650	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
-44-03	Class A TAWS Equipment required (Cont'd)					
-01	GPWS (Cont'd)					
-00E	Windshear Mode(Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	***	C	1	0	NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	1		
		B	-	0		
-04	Runway Awareness & Advisory System (RAAS) ***	C	1	0		
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-04	Class B TAWS Equipment Required					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-00A	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Repairs are made within 2 flight-days.	
-00B	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-00C	Modes 2, 4 & 5 ***	C	3	0		
-00D	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	
-00E	Windshear Mode(Reactive) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Funtion	B	1	0		
(Continued)						

AIRCRAFT: Cessna 650	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
-44-04	Class B TAWS Equipment Required (Cont'd)					
-03	Terrain Displays ***	C	-	0		
-04	Runway Awareness & Advisory System(RAAS) ***	C	1	0		
-05	Class C TAWS Equipment TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	Switch (Any Excluding TAWS Test) (Class B TAWS Required)	C	-	0	NOTE: Any mode that operated normally may be used.	
-07A	Switch (Flap Override, Terrain Inhibit, Terrain Display Inhibit) (Class A TAWS Required)	B	-	0		
-07B	Switch (Other Excluding TAWS Test) (Class A TAWS Required)	C	-	0		
-08	Annunciator/Indication (Class B TAWS Required)	C	-	0		
-08A	Annunciator/Indication (Terrain Inhibited) (Class A TAWS Required)	B	-	0		
-08B	Annunciator/Indication (Other) (Class A TAWS Required)	C	-	0		

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)					
-00A	(TCAS Not Required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.	
-00B	(TCAS Required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-01	Traffic Advisory (TA) Display (TCAS II Only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.	
-02A	Resolution Advisory (RA) Display (TCAS II Only)	C	2	1	One may be inoperative on pilot not flying side.	
-02B	Resolution Advisory (RA) Display (TCAS II Only)	C	2	0	(O) May be inoperative provided: a) TA display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.	
(Continued)						

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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
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)					
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II Only)	C	2	1	One side may be inoperative provided: a) TA and RA displays are operative on pilot-flying side, and b) Audio function is operative.	
-03B ***	Combined Traffic Advisory (TA) and Resolution Advisory (RA) Display (EVSI or Equivalent) (TCAS II Only) (Excluding EFIS-Equipped Aircraft)	C	2	1	One may be inoperative provided: a) Combined display is operative on pilot-flying side, and b) Audio function is operative.	
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function (Above/Below)	C	-	0		
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0		
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-50-01	Radio Magnetic Indicator (RMI) (Copilot)	C	1	0		
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-00A	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required By 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	
-52-03	Transponder Ident Button (XDPR IDNT)	C	2	1	One may be inoperative.	
-52-04 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

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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
-52-04 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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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
-52-04 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
-54-01	Very High Frequency Omni Range (VOR) System	D	-	0	May be inoperative provided a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.	
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.	

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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
-60-05	Alpha-Numeric Keypad (Dual FMS Installations)	C	2	1	One may be inoperative.	
	Universal InSight EFI 1040P STC ST02654LA Equipped Aircraft					
-60-6	Data Concetrator Unit (DCU) (Dual FMS Installations)	B	2	1	One may be inoperative.	
	Universal InSight EFI 1040P STC ST02654LA Equipped Aircraft					
-60-7	EFIS Control Display Unit (ECDU) (Dual FMS Installations)	C	2	1	One may be inoperative.	
	Universal InSight EFI 1040P STC ST02654LA Equipped Aircraft				Clearance Control Head (CTL) must be tested operative prior to dispatch.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-00-03	Oxygen System					
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-03	Blowout Disk/Green Label	C	1	0	May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-20-01	Passenger Oxygen System					
-00A	(With Cabin Occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within four minutes to a cabin pressure altitude of 13,000 ft. at all points along route to be flown, and c) Aircraft is operated at FL 250 or below.	
-00B	(Without Cabin Occupants)	C	1	0	May be inoperative provided: a) PASS OXY is selected OFF, and b) No cabin occupants are carried.	
-00C	(Cabin Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".	
(Continued)						

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Cont'd)					
-02	Drop-Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: <ol style="list-style-type: none"> a) Affected oxygen mask and drop-out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded "DO NOT OCCUPY". 	
-30-01 ***	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: <ol style="list-style-type: none"> a) Inoperative oxygen bottle is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility. 	
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve					
-01	High-Pressure (HP)	C	2	1	One may be inoperative provided: a) PAC HP VLV OPEN annunciator is not illuminated, b) PAC BLD SELECT is selected to LP, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL 450 or below.	
-02	Low-Pressure (LP)	C	2	1	One may be inoperative provided: a) Emergency pressurization system is operative, b) Associated ENG BLD AIR is selected OFF, c) ISOL VALVE is selected to SHUT, and d) Affected PAC is considered inoperative (refer to item 21-50-04)	

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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
-10-01 ***	Potable Water System	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 system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
-30-01 ***	Relief Tube	C	-	0	(M) May be damaged or inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded "DO NOT USE".	
-30-02 ***	Lavatory External Service System	C	1	0	(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.	
-01A	Dump Cable	C	1	0	May be inoperative provided lavatory is not serviced or used.	
-01B	Dump Cable	C	1	0	(M) May be inoperative provided lavatory is serviced by alternate means.	
-04	System Precharge Annunciator (Green PRECHARGE)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	
(Continued)						

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TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-30-02 ***	Lavatory External Service System (Cont'd)					
-08	Heater Gasket	C	1	0	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Heater gasket is deactivated, and c) Toilet is not serviced within four hours of landing or at surface temperatures below +10 °C.	
-09	System Overfill Annunciator (Red OVERFILL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	
-30-03	Lavatory Waste System	C	1	0	(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 system which operates normally may be used.	
		C	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded, INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-30-04	Overboard Drain (Excluding Drain Heater)					
-01	Aft Vanity Basin	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from basin, and b) Basin is placarded "DO NOT USE".	
-02 ***	Evaporator Fan (Forward or Aft)	C	2	0	May be damaged or obstructed provided affected evaporator fan is considered inoperative (refer to item 21-50-03).	
-03	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from refreshment center hot liquid storage and drip pan, b) Refreshment center hot liquid storage and drip pan are placarded "DO NOT USE", and c) Ice drawer drain valve remains closed.	
-04 ***	Relief Tube	C	1	0	May be damaged or obstructed provided toilet relief tube is considered inoperative (refer to item 38-30-01).	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag Systems (EFBs)					
-00A	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document which operates normally may be used.	
-00B		D	-	0	May be inoperative provided procedures do not require its use.	
-01A	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
-01B		D	-	0	May be inoperative provided procedures do not require its use.	
-02A	Power Supply/Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02B		D	-	0	May be inoperative provided procedures do not require its use	
-03A	Mounting Devices	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, b) Alternate procedures are established and used.	
-03B		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, b) Procedures do not require its use.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Auxiliary Power Unit (APU) (APU-Equipped Aircraft)	C	1	0	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require its use.	
-50-02	APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) BLEED VALVE is selected CLOSE, and b) APU bleed air valve is verified closed.	
-70-01	APU Exhaust Gas Temperature (EGT) Display (APU-Equipped Aircraft)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber annunciator is operative and does not illuminate during APU start.	
-70-02	APU Speed (RPM %) Display (APU-Equipped Aircraft)	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU FAIL amber annunciator is operative and does not illuminate during APU start.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door					
-01	Key Lock (Failed Unlocked)	D	1	0		
-03	Acoustic Seal	C	1	0	May be damaged provided seal does not interfere with door operation.	
-04A	Primary Seal (Cabin Pressurized)	B	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL 250 or below.	
-04B	Primary Seal (Cabin Unpressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-05A	Secondary Seal (Cabin Pressurized)	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL 250 or below.	
-05B	Secondary Seal (Cabin Unpressurized)	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
(Continued)						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door (Cont'd)					
-07	Handrail	C	1	0	(O) May be inoperative or damaged provided: a) Door operates and latches normally, and b) Alternate procedures are established and used for assisting passengers during entry and exit.	
-30-01	Aft Baggage Door					
-01	Key Lock (Failed Unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-04	Door Cable	B	2	1	One may be inoperative or missing provided: a) Affected cable is removed, and b) Door steps are not used.	
-40-01	Nose Access Door (Per Side)					
-01	Key Lock (Failed Unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-02	Gas Spring	D	1	0	May be inoperative or removed.	
NOTE: Precautions should be taken when opening door(s).						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-46-01 ***	Single-point Refueling (SPR) Access Door Key Lock					
-00A	(Failed Unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-00B	(Failed Locked)	C	1	0	NOTE: If over-wing refueling cap locks are also failed in locked position, refueling will not be possible.	
-48-01	Tail Cone Access Door Key Lock (Failed Unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-70-01	Door Warning System					
-01	Aft Baggage	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-05	Nose Access	C	2	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-07	Main Cabin	B	1	0	(O) May be inoperative provided: a) Lock flags are visible in all door sight glass locations, b) Internal door handle is verified correctly stowed, and c) Seat(s) immediately adjacent to or across from door are blocked and placarded "DO NOT OCCUPY".	
-08	Single-Point Refueling (SPR)	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	
-09	Toilet External Service	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.	

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57. Wings

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Wing Vortex Generator (Per Side)	C	11	10	One may be missing or damaged.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) All fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight-days.	

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76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Automatic Performance Reserve (Units -0001 thru -0241)	C	1	0		
-00-01	Automatic Performance Reserve (Units -7001 thru -7119)	C	1	0		
-01-01	Engine Synchronizer System (Failed Off)	C	1	0		
-01	ON Light	D	1	0	May be inoperative provided ENGINE SYNC selector is verified OFF prior to takeoff and landing.	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-14-01	Engine RPM Gauge/Indication (N ₁ Tape or Digital Indicator)	B	4	3	One may be inoperative.	
-22-01	Engine ITT Gauge/Indication (N ₁ Tape or Digital Indicator)	B	4	3	One may be inoperative.	
-01	Ignition Light (Green IGN L-R)	C	2	1	One may be inoperative.	

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78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Thrust Reverser	C	2	0	(M) May be inoperative provided affected thrust reverser is deactivated and secured in forward thrust position.	