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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: 03/07/2018

Textron Aviation
CE-680

** FOR 14 CFR PART 91 and PART 135 OPERATIONS ONLY **

James B. Adams, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Kansas City Aircraft Evaluation Group (MKC-AEG)
901 Locust Street, Department of Transportation Building
Kansas City, MO 64016

Telephone: (816) 329-3233
Fax: (816) 329-3241

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	08/31/2004	
1	02/02/2011	
2	06/01/2011	
3	11/28/2013	
4	09/29/2014	
5	03/07/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 28-2, 33-3, 33-4, 33-5, 33-7, 33-8, 34-17, 38-2.

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 5**.

PAGE NO.	EXPLANATION OF CHANGE
All	Converted MMEL into Section 508 Compliance.
All	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
ATA 28 FUEL	
28-2	Item 41-02: Added “per refueling” to relief.
ATA 33 LIGHTS	
33-3	Item 33-40-01: Deleted relief of Anti-Collision Lights per 14 CFR part 91, § 91.209.
33-4	Item 33-40-02: Changed NOTE for clarification.
33-5	Item 33-40-05: Changed per 14 CFR part 91, § 91.209.
33-7	Item 33-40-11: Added Relief for LoPresti Boom Beam Landing Light System.
33-7	Item 33-40-11-01: Added Relief for LoPresti Boom Beam Landing Light System with factory taxi lights installed.
33-7	Item 33-40-11-02: Added Relief for LoPresti Boom Beam Landing Light System with LoPresti taxi lights installed.
33-7	Item 33-40-12: Added Relief for LoPresti Boom Beam Taxi Light System.
33-8	Item 33-50-04: Changed Number Installed.
ATA 34 NAVIGATION	
34-17	Item 34-60-01: Deleted.
ATA 38 WATER/WASTE	
38-2	Item 38-30-03: Updated with (M) procedure to secure for leaks.

DEFINITIONS

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

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

PREAMBLE

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

GUIDELINES FOR (M) AND (O) PROCEDURES

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

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 680 Master Minimum Equipment List (P/N 68COMP-04-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

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**	**4**	**0**		
-20-03	Cockpit Warm Air Side Console Outlet	**C**	**2**	**0**		
-20-04	Cold Air Supply Valve (Units -0501 and on)	**C**	**1**	**0**		
-21-03	Cabin Recirculation Fan (Units -0001 thru -0500)	**C**	**1**	**0**		
-21-04	Cockpit Recirculation Fan	**C**	**2**	**0**		
-21-06	Glareshield Fan	**C**	**2**	**1**	One may be inoperative.	
-21-09	Radio Cabinet Fan (MRC) (Per cabinet) (Units -0001 thru -0500)	**C**	**2**	**1**	One may be inoperative.	
-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) (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 13,500 feet cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR. NOTE: CABIN ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound (voice-equipped aircraft) at 10,000 feet cabin altitude.	
-00A	(Unpressurized with cabin occupants) (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) PRESSURIZATION AUTO/MAN is selected to MANUAL, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 13,500 feet cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR. NOTE: CABIN ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Continued)					
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0500)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, 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 ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound (voice-equipped aircraft) at 10,000 feet cabin altitude.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Continued)					
-00B	(Unpressurized without cabin occupants) (Units -0501 and on)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) PRESSURIZATION AUTO/MAN is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, 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 ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.	

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Emergency Pressurization System (Failed closed)	**C**	**1**	**0**	(M) May be inoperative provided: a) Emergency pressurization valve is secured closed, and b) Aircraft is operated at FL 250 or below.	
-31-01	Cabin Pressurization Control Panel					
-01	Manual Altitude Lever (CABIN ALT)	**C**	**1**	**0**	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-02	Manual Rate Selector (RATE)	**C**	**1**	**0**	May be inoperative or knob missing provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-03	Altitude Selector (“A” Knob) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (refer to item 21-31-02-02).	
-04	Cabin Pressurization Mode Switch (NORM/ALT SEL) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided non-selected mode is considered inoperative (refer to item 21-31-02).	
-05	Cabin/Aircraft Altitude Selector Gauge (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative or knob missing provided cabin pressurization system altitude select mode is considered inoperative (refer to item 21-31-02-02).	
-06	Cabin/Aircraft Altitude Selector Gauge Lighting (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode					
-01	Automatic Schedule Mode (NORM) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) Altitude select mode is operative, b) NORM/ALT SEL switch is selected to ALT SEL, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, g) Aircraft is operated at FL 410 or below, and h) Takeoff and landing field elevation is limited to 8,000 feet or below.	
-01	Automatic Schedule Mode (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Altitude select mode is operative, b) MODE is selected to ALTITUDE SELECT on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL 410 or below.	

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Continued)					
-02	Altitude Select Mode (ALT SEL) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) Automatic schedule mode is operative, b) NORM/ALT SEL switch is selected to NORM, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL 410 or below.	
-02	Altitude Select Mode (ALT SEL) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Automatic schedule mode is operative, b) MODE is selected to NORMAL on GTC Cabin Pressure Page, c) Cabin differential pressure gauge/indication is operative, d) Cabin altitude gauge/indication is operative, e) Cabin vertical speed gauge/indication is operative, f) Emergency pressurization system is operative, and g) Aircraft is operated at FL 410 or below.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Continued)					
-04	Any Mode (Excluding manual) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided: a) Autopilot system is operative, b) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, and c) Aircraft is operated using manual pressurization.	
-04	Any Mode (Excluding manual) (Units -0501 and on)	**C**	**2**	**0**	May be inoperative provided: a) Autopilot system is operative, b) PRESSURIZATION AUTO/MAN is selected to MANUAL, and c) Aircraft is operated using manual pressurization.	
-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, 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 (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Cabin Differential Pressure Gauge/Indication					
-00A	(Pressurized)	**C**	**1**	**0**	(O) May be inoperative provided: a) Cabin altitude gauge/indication is operative, b) Cabin pressurization system automatic schedule mode 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).	
-32-03	Cabin Vertical Speed Gauge/Indication					
-00A	(Pressurized)	**C**	**1**	**0**	May be inoperative provided: a) Cabin altitude gauge/indication is operative, and b) Cabin pressurization system automatic schedule mode 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 (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-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).	
-33-02	Pressure Regulating Valve (Mass Flow Control Valve)					
-00A	(Pressurized) (Units -0001 thru -0500)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected mass flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, c) BAGGAGE HEAT is selected OFF, and d) Aircraft is operated at FL 410 or below (11 cabin occupants or less) or at FL 390 or below (12 cabin occupants). NOTE: PRESS SOURCE NOT NORM amber message may appear.	
-00A	(Pressurized) (Units -0501 and on)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected mass flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, c) BAG HEAT is selected OFF, and d) Aircraft is operated at FL 410 or below (11 cabin occupants or less) or at FL 390 or below (12 cabin occupants). NOTE: PRESS SRC NOT NORM amber message may appear.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-33-02	Pressure Regulating Valve (Mass Flow Control Valve) (Continued)					
-00B	(Unpressurized) (Units -0001 thru -0500)	**C**	**2**	**0**	(M) May be inoperative provided: a) Both mass flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) BAGGAGE HEAT is selected OFF, d) Cockpit and cabin temperature control systems are considered inoperative (refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (refer to item 21-30-02). NOTE: PRESS SOURCE NOT NORM amber message may appear.	
-00B	(Unpressurized) (Units -0501 and on)	**C**	**2**	**0**	(M) May be inoperative provided: a) Both mass flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) BAG HEAT is selected OFF, d) Cockpit and cabin temperature control systems are considered inoperative (refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (refer to item 21-30-02). NOTE: PRESS SRC NOT NORM amber message may appear.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Baggage Heat System (Failed closed) (Units -0001 thru -0500)	**C**	**1**	**0**	(M) May be inoperative provided: a) Baggage heat valve is verified closed, and b) BAGGAGE HEAT is selected OFF.	
-40-01	Baggage Heat System (Failed closed) (Units -0501 and on)	**C**	**1**	**0**	(M) May be inoperative provided: a) Baggage heat valve is verified closed, and b) BAG HEAT is selected OFF.	
-50-01	Air Cycle Machine (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU SYSTEM BLEED AIR is selected OFF, c) Both mass flow valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (refer to item 21-60-01), e) Cabin pressurization system is considered inoperative (refer to item 21-30-02), and f) Aircraft is operated in accordance with AFM temperature limitations. NOTE: PRESS SOURCE NOT NORM amber message may appear.	

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Air Cycle Machine (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both mass flow valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (refer to item 21-60-01), e) Cabin pressurization system is considered inoperative (refer to item 21-30-02), and f) Aircraft is operated in accordance with AFM temperature limitations. NOTE: PRESS SRC NOT NORM amber message may appear.	
-60-01	Cockpit and Cabin Temperature Control System					
-00	(Unpressurized)	**C**	**2**	**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: a) Associated temperature control system manual mode is used, and b) APU MAX COOL is selected OFF.	
-02	Manual Mode	**C**	**2**	**0**	May be inoperative provided associated temperature control system automatic mode is used.	
-61-01	Cabin Temperature Remote Control (Units -0001 thru -0500)	**D**	**1**	**0**	May be inoperative provided CABIN TEMP CONTROL COCKPIT/CABIN is selected to COCKPIT.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-61-01	Cabin Temperature Remote Control (Units -0501 and on)	**D**	**1**	**0**	May be inoperative provided CABIN CONTROL is not selected on GTC Temperature Page.	
-61-02	Temperature Control Panel (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (refer to item 21-60-01).	
-01	Temperature Selector	**C**	**2**	**1**	One may be inoperative or knob missing provided affected temperature control system (automatic and manual) is considered inoperative (refer to item 21-60-01).	
-02	Temperature Display Selector	**C**	**1**	**0**	May be inoperative or knob missing provided all temperature indication systems are considered inoperative (refer to item 21-62-01).	
-03	Temperature Display	**C**	**1**	**0**	May be inoperative provided all temperature indication systems are considered inoperative (refer to item 21-62-01).	
-62-01	Temperature Indication System					
-01A	Cabin (With cabin occupants)	**C**	**1**	**0**	(O) May be inoperative provided alternate means are established and used to determine cabin temperature.	
-01B	Cabin (Without cabin occupants)	**C**	**1**	**0**		
-02	Cockpit	**C**	**1**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Temperature Indication System (Continued)					
-03	Supply Duct	**C**	**2**	**0**	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 O'TEMP amber message is monitored during temperature adjustment.	
-70-01	Water Separator	**C**	**1**	**0**	May be inoperative provided Air Cycle Machine (ACM) is considered inoperative (refer to item 21-50-01).	

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SYSTEM & SEQUENCE NO. ITEM
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (AP/TRIM/NWS DISC) (Failed deselected)					
-01	Left Control Wheel	**B**	**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) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, d) Autopilot system is not used below AFM cruise minimum use height, and e) Approach minimums do not require use of autopilot system.	
-02	Right Control Wheel	**B**	**1**	**0**	May be inoperative provided: a) Left control wheel button is operative, b) Pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-10-02	Autopilot Interrupt/Flight Director Sync Button (TCS) (Units -0001 thru -0500)	**C**	**2**	**0**		
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0501 and on)	**C**	**2**	**0**		

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot System (Units -0001 thru -0500)					
-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.	
-10-03	Autopilot System (Units -0501 and on)	**B**	**1**	**0**	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Yaw damper is considered inoperative (refer to item 22-10-05), c) Enroute procedures and approach minimums do not require use of autopilot system, d) Cabin pressurization system is not operated in manual mode, and e) Aircraft is not operated RVSM.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Takeoff/Go-Around Button (TOGA)					
-00A		**C**	**2**	**1**	One may be inoperative.	
-00B		**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 (Units -0001 thru -0500)					
-00A	(Single channel failed)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Associated yaw damper is deactivated, and b) Associated autopilot channel is considered inoperative (refer to item 22-10-03-00A).	
-00B	(Both channels failed)	**B**	**2**	**0**	(M) May be inoperative provided: a) Yaw dampers are deactivated, and b) Autopilot system is considered inoperative (refer to item 22-10-03-00B).	
-10-05	Yaw Damper (Units -0501 and on)	**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).	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GP-400) (Failed to illuminate) (Units -0001 thru -0500)					
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to illuminate) (Units -0501 and on)					
-01	Altitude (ALT button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Approach (APPR button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-04	Autopilot (AP button - A or B annunciation) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided: a) AP ENG annunciation appears in PFD flight director mode box, and b) Associated AP FAIL cyan message does not appear.	
-04	Autopilot (AP button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) AP annunciation appears in PFD flight director mode box, and b) Associated AP FAIL white message does not appear.	
-05	Back Course (BC button) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Back Course (B/C button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (Continued)					
-06	IAS/Mach Change Over (C/O button) (Units -0001 thru -0500)	**D**	**1**	**0**		
-07	Coupled Side (PFD Button - left or right arrow) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-07	Coupled Side (CPL Button - left or right arrow) (Units -0501 and on)	**C**	**2**	**0**	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-08	Flight Director (FD button) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided associated command bars appear on PFD attitude display.	
-09	Flight Level Change (FLC button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-10	Half Bank (BANK button)	**C**	**1**	**0**	May be inoperative provided green bank limit arc appears on PFD attitude display.	
-11	Heading (HDG button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-12	Navigation (NAV button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (Continued)					
-13	Vertical Navigation (VNAV button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-14	Vertical Speed (V/S button) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-14	Vertical Speed (VS button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-15	Yaw Damper (YD button - A or B annunciation) (Units -0001 thru -0500)	**B**	**2**	**0**	May be inoperative provided yaw damper is considered inoperative (refer to item 22-10-05).	
-15	Yaw Damper (YD button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided YD annunciation appears in PFD flight director mode box.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GP-400) (Units -0001 thru -0500)					
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Units -0501 and on)					
-01	Altitude (ALT button)	**B**	**1**	**0**	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.	
-02	Approach (APPR button)	**B**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP button)	**B**	**1**	**0**	May be inoperative provided autopilot system is considered inoperative (refer to item 22-10-03).	
-04	Back Course (BC button) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-04	Back Course (B/C button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change Over (C/O Button) (Units -0001 thru -0500)	**D**	**1**	**0**		
-06	Coupled Side (PFD button) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided arrow points to pilot-flying side.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (Continued)					
-06	Coupled Side (CPL button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided arrow points to pilot-flying side.	
-07	Course (CRS1 or CRS2 knob) (Units -0001 thru -0500)	**B**	**2**	**1**	One may be inoperative provided procedures do not require its use.	
-07	Course (L CRS or R CRS knob) (Units -0501 and on)	**B**	**2**	**1**	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (CRS1 or CRS2 PUSH DCT) (Units -0001 thru -0500)	**C**	**2**	**0**		
-08	Course Direct (L CRS or R CRS PUSH DIR) (Units -0501 and on)	**C**	**2**	**0**		
-09	Flight Director (FD button)	**B**	**2**	**1**	One may be inoperative provided button is operative on pilot-flying side.	
-10	Flight Level Change (FLC button)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-11	Half Bank (BANK Button)	**C**	**1**	**0**		
-13	Heading Sync (HDG PUSH SYNC)	**C**	**1**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (Continued)					
-14	Navigation (NAV Button)	**B**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-15	Pitch Wheel (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided pedestal pitch wheel is verified operative.	
-16	Vertical Navigation (VNAV button)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-17	Vertical Speed (V/S button) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-17	Vertical Speed (VS button) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-18	Yaw Damper (YD Button)	**C**	**1**	**0**	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.	
-13-05	Pedestal Autopilot Pitch Wheel (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided flight guidance panel pitch wheel is verified operative.	
-20-01	Mach Trim System	**C**	**1**	**0**	May be inoperative provided aircraft is operated in accordance with AFM MACH TRIM FAIL amber message procedure.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System (Units -0501 and on)	**C**	**1**	**0**	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	
-01A	Throttle Disengage Button (A/T DISC)	**B**	**2**	**1**	One may be inoperative.	
-01B	Throttle Disengage Button (A/T DISC)	**B**	**2**	**0**	May be inoperative provided: a) Both throttle engage buttons are operative, b) Autothrottles are disengaged using throttle engage button, and c) Autothrottles are disengaged below 500 feet AGL.	
-01C	Throttle Disengage Button (A/T DISC)	**C**	**2**	**0**	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02A	Throttle Engage Button (A/T)	**C**	**2**	**0**	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02B	Throttle Engage Button (A/T)	**C**	**2**	**1**	One may be inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER 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**		
-03	Antenna/Jack (For portable device)	**D**	**-**	**0**	May be inoperative.	
-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 which require two Long-Range Communication Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over intended route of flight, c) ICAO Flight Plan is updated, as required, to notify ATC of communications equipment status of aircraft, and d) Alternate procedures are established and used.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-01 *****	VHF Datalink (VDL) (Units -0501 and on)	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
-02 *****	Communications Management Function (CMF) (Units -0001 thru -0500)	**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-03 *****	Antenna/Jack (For portable device)	**D**	**-**	**0**	May be inoperative.	
-20-01 *****	Satellite Datalink Service					
-01	Radio	**D**	**-**	**0**		
-02A	Weather	**D**	**-**	**0**	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operates normally may be used.	
-02B	Weather	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-03	Internet	**D**	**-**	**0**		
-04	Antenna/Jack (For portable device)	**D**	**-**	**0**	May be inoperative.	
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0501 and on)	**D**	**1**	**0**		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-20-03 ***	Selective Call (SELCAL) (System or individual channel)					
-00A		**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
-00B		**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-20-04 ***	SMS Text Message System (Units -0501 and on)	**D**	**1**	**0**		
-40-01 ***	Automatic Cabin Briefer	**D**	**1**	**0**		
-40-02	Crewmember Interphone System (Flight deck to ground)	**D**	**1**	**0**		
-01	Nose Wheel Well Headset Jack	**D**	**1**	**0**		
-02	Tailcone Headset Jack (On APU control panel)	**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.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Audio Panel (Per side) (Units -0001 thru -0500)					
-01	Microphone Selector (COM 1, COM 2, HF 1, HF 2, PAGE, CABIN Button)	**C**	**-**	**-**	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR.	
-02	Audio Selector/Volume Control (COM 1, COM 2, HF 1, HF 2, NAV 1, NAV 2, ADF 1, ADF 2, DME 1, DME 2, MLS 1, MLS 2, MKR)	**C**	**-**	**-**	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR.	
-03	Marker Beacon Mute (MUTE)	**C**	**1**	**0**		
-50-02 ***	Cabin/Observer Intercom System	**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-01	Switch/Headphone Jack Panel	**D**	**-**	**0**		
-02	Cockpit Audio Control Switch (CABIN INTERCOM) (Units -0001 thru -0500)	**D**	**1**	**0**		
-03	Refreshment Center Audio Panel (AV-850)	**D**	**1**	**0**		
-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.	

MMEL TABLE KEY

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Cockpit Hand Microphone					
-00A		**D**	**2**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-00B		**C**	**2**	**0**	May be inoperative provided associated boom microphone is operative.	
-01	Jack	**C**	**-**	**0**	May be inoperative provided associated hand microphone is considered inoperative (refer to item 23-50-04).	
-02	Holder	**D**	**-**	**0**	(O) May be inoperative provided associated hand microphone is secured by alternate means.	
-50-05	Cockpit Headset and Boom Microphone	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certficate)	**A**	**-**	**0**	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within 3 flight days.	
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	**A**	**-**	**0**	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with 14 CFR.	
-02	Headset Earphones/Headphones	**C**	**-**	**1**	May be inoperative provided associated cockpit overhead communication speaker is operative.	
-03 ***	Active Noise Reduction (ANR) Function	**D**	**-**	**0**	May be inoperative provided normal audio function of headset is operative.	
-04	Powered Headset System (Units -0501 and on)	**D**	**-**	**0**	May be inoperative provided non-powered headset jack is operative or headset is not used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	Cockpit Headset Audio System	**C**	**2**	**0**	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR or procedures.	
-50-07	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.	
-02 ***	Remote Glareshield Switch	**C**	**-**	**0**		
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.	
-01	Aileron (Each side)	**C**	**3**	**1**	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-02	Wing Tip Assembly (Each side) (Units -0001 thru -0500)	**-**	**1**	**1**	NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.	
-03	Winglet (Each side) (Units -0501 and on)	**C**	**3**	**1**	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-05	Elevator (Each side)	**C**	**3**	**1**	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-08	Rudder	**C**	**3**	**1**	Two may be damaged or missing provided uppermost wick is installed and not damaged.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**1**	**0**	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within 3 flight days.	
-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.	
-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	Datalink Recording	**C**	**1**	**0**	May be inoperative provided datalink recording is not required by 14 CFR.	
-03B	Datalink Recording	**A**	**1**	**0**	May be inoperative provided repairs are made within 3 flight days.	
-70-02 ***	Forward-facing Glareshield Camera	**D**	**-**	**0**		

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine AC Generating System	**C**	**2**	**1**	One may be inoperative provided affected windshield electric anti-ice system is considered inoperative (refer to item 30-40-02).	
-30-01	APU DC Generating System (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.	
-30-01	APU DC Generating System (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.	
-37-01	APU DC Amperage Gauge/Indication (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU SYSTEM GENERATOR is selected OFF.	
-01	Gauge Lighting (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	
-37-01	APU DC Amperage Gauge/Indication (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided APU GEN is selected OFF.	
-37-02	APU DC Voltage Gauge/Indication	**C**	**1**	**0**		
-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.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-60-03	Interior Disconnect	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Interior power system is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin electrical systems or are not carried. NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to: Cabin interior lighting, cabin window shade system, galley appliances, galley drain, vanity drain, forward equipment fan, aft equipment fan, cabin AC inverter, and cabin entertainment system.	

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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**		
-10-02 ***	Cockpit Curtain	**D**	**-**	**0**	May be missing or inoperative provided curtain is secured open.	
-01	Track	**D**	**-**	**0**	May be inoperative provided curtain is secured open.	
-10-03	Cockpit Sunvisor System (Including attach mechanism)	**D**	**-**	**0**	May be missing or inoperative provided crewmember's field of vision is not obstructed.	
-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	**D**	**1**	**0**	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibilty, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	

(Continued)

MMEL TABLE KEY

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1. REPAIR CATEGORY
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3. NUMBER 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) (Continued)					
-04 ***	Restraint Buckle Protective Padding	**D**	**1**	**0**	May be damaged or missing.	
-05	Thigh Support	**D**	**1**	**0**	May be inoperative provided full flight control movement is available.	
-06	Vertical Adjustment	**D**	**1**	**0**	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-06 ***	Flight Deck Observer's Seat					
-00A	(Seat not required)	**D**	**1**	**0**	May be inoperative provided: a) Seat is not required by 14 CFR, and b) Seat is correctly stowed.	
-00B	(Seat required)	**A**	**1**	**0**	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an inspector for performance of official duties, b) Seat is correctly stowed, and c) Repairs are made within 2 flight days.	
-10-07 ***	Headset Hook	**D**	**-**	**0**		

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-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**		
-20-03 ***	Cabin Curtain	**D**	**-**	**0**	May be missing or inoperative provided curtain is secured open.	
-20-04	Electric Cabin Window Shade (Individual shades or entire system)	**D**	**-**	**0**	May be inoperative provided affected window shades are failed open or in a position that does not interfere with emergency procedures.	
-20-05	Nonessential 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.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

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)	**D**	**-**	**0**	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) is blocked and placarded “DO NOT OCCUPY”. NOTE: Affected seat(s) may include seats near inoperative seat(s).	
-01	Armrest	**D**	**-**	**0**	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to 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). (Continued)	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

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) (Continued)					
-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**		
-30-01	Refreshment Center Hot Liquid Storage System Heater	**C**	**-**	**0**	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave/Oven	**D**	**1**	**0**	(M) May be inoperative provided system is deactivated.	
-40-01 ***	Exterior Lavatory Door Ashtray	**A**	**1**	**0**	May be inoperative in accordance with AD 74-08-09 in its current revision.	
-40-02 ***	Aft Vanity Hot Liquid Storage System Heater	**C**	**1**	**0**	(M) May be inoperative provided system is deactivated.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Baggage Restraint System	**D**	**-**	**0**	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01	Anchor Plate	**C**	**-**	**0**	(M) Individual anchor plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	
-50-02	Cabin Storage Compartment					
-00A		**C**	**-**	**-**	(M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Continued)					
-00B		**C**	**-**	**-**	(M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, including those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".	
-01	Shelving	**D**	**-**	**-**	(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.	
-60-02 *****	Crash Axe/Survival Tool	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be damaged or missing.	

MMEL TABLE KEY

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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)	**D**	**-**	**0**		
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	**D**	**-**	**0**		
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-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 or removed, and b) Repairs are made within 90 calendar-days.	
-02B	Fixed, Automatic	**D**	**-**	**-**	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.	
-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.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Baggage Compartment Smoke Detection System (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAGGAGE HEAT 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.	
-11-01	Baggage Compartment Smoke Detection System (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAG HEAT 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.	
-12-01	APU Fire Detection System	**C**	**1**	**0**	May be inoperative provided APU is considered inoperative (refer to item 49-20-01).	
-13-01	Bleed Leak Detection System (Failed to pass preflight test)					
-01	Air Cycle Machine (ACM) (Unpressurized)	**B**	**1**	**0**	May be inoperative provided: a) Air Cycle Machine (ACM) is considered inoperative (refer to item 21-50-01), and b) APU is considered inoperative (refer to item 49-20-01).	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Bleed Leak Detection System (Failed to pass preflight test) (Continued)					
-02	Horizontal Stabilizer	**B**	**1**	**0**	(M) May be inoperative provided: a) Both ANTI-ICE ENGINE/STAB switches are selected OFF, b) Both stabilizer anti-ice valves are verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-03	Wing	**B**	**2**	**0**	(O) May be inoperative provided: a) Both ANTI-ICE ENGINE/STAB switches are selected OFF, b) Both ANTI-ICE WING switches are selected OFF, c) Both wing anti-ice valves are verified closed, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-20-01	APU/Baggage Compartment Fire Extinguishing System (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) APU is considered inoperative (refer to item 49-20-01), b) Baggage compartment remains empty (excluding ballast and/or fly away kits), and c) BAGGAGE HEAT 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.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	APU/Baggage Compartment Fire Extinguishing System (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) APU is considered inoperative (refer to item 49-20-01), b) Baggage compartment remains empty (excluding ballast and/or fly away kits), and c) BAG HEAT 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.	
-20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAGGAGE HEAT is selected OFF. NOTE 1: If bottle is low or empty, aircraft weight and moment may need to be adjusted. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), and b) BAG HEAT is selected OFF. NOTE 1: If bottle is low or empty, aircraft weight and moment may need to be adjusted. NOTE 2: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-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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1. REPAIR CATEGORY
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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Aileron Trim Tab Position Indicator/ Indication (Right-hand) (Units -0005, -0016, -0033, -0050 thru -0500 and Units -0001 thru -0004, -0006 thru -0015, -0017 thru -0032, -0034 thru -0049 incorporating SB680-27-02)	**C**	**1**	**0**	(O) May be inoperative provided: a) Right-hand aileron trim system is verified operative, b) Right-hand aileron trim tab is visually verified centered prior to each flight, and c) Split trim actuations are prohibited.	
-01	Trim Position Display Button (RH AILERON TRIM DISPLAY)	**C**	**1**	**0**	May be inoperative provided trim position indication is considered inoperative (refer to item 27-11-01).	
-20-01	Rudder Pedal Adjustment System	**B**	**4**	**2**	(M)(O) Two may be inoperative provided: 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.	
-40-01	Horizontal Stabilizer Control Wheel Switch (Fails to arm or drive stabilizer)	**B**	**2**	**1**	One switch pair may be inoperative provided switch pair is operative at pilot flying station.	
-50-01	Flap Handle Lighting (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to determine handle position.	
-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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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Overwing Refueling Cap Lock					
-00A	(Failed unlocked)	**D**	**-**	**0**		
-00B	(Failed locked)	**C**	**-**	**0**	NOTE: If Single-Point Refueling 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**		
-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 fuel quantity indicating systems are operative, and c) Repairs are made within 3 flight days.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Wing tank)	**A**	**2**	**1**	(O) One may be inoperative provided: 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 3 hours, remaining within 1 hour of a suitable airport at all points along route, d) Both fuel tanks are fueled overwing to a known, balanced quantity, e) APU use is limited to 30 cumulative minutes per refueling if RH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every 20 minutes to detect possible lateral fuel imbalance, monitor trim required, and RETRIM L-R WING DOWN amber message, and h) Repairs are made within three flight cycles.	
-43-01	Fuel Temperature Indication	**C**	**2**	**1**	One may be inoperative provided indications are not required for operations in North Polar Area.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Auxiliary Hydraulic Pump	**C**	**1**	**0**	May be inoperative provided: a) HYDRAULIC PUMP AUX is selected OFF, b) Aircraft is chocked prior to engine start and prior to engine shutdown following arrival, and c) Parking brake is set as soon as main hydraulic pressure is available. NOTE: Parking brake is not intended for long-term parking.	

MMEL TABLE KEY

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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 Bleed Air Anti-Ice System (Failed open) (Units -0001 thru -0500)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Wing/horizontal stabilizer crossover valve is operative, b) Affected horizontal stabilizer valve is secured for no flow, c) Affected ANTI-ICE ENGINE/STAB switch is selected OFF, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-02	Horizontal Stabilizer Bleed Air Anti-Ice System (Failed open) (Units -0501 and on)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected horizontal stabilizer valve is secured for no flow, b) Affected ANTI-ICE ENGINE/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					
-01	Inboard Leading Edge	**A**	**2**	**0**	(M) May be inoperative provided: a) Both inboard wing valves are secured for no flow, b) Both ANTI-ICE ENGINE/STAB switches are selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing condition, and d) Repairs are made within 3 flight days.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Wing Bleed Air Anti-Ice System (Continued)					
-02	Outboard Leading Edge	**C**	**2**	**0**	(M) May be inoperative provided: a) Both outboard wing valves are secured for no flow, b) Both ANTI-ICE WING switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-06	Anti-Ice Crossover Valve (Wing/Horizontal Stabilizer) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided: a) All ANTI ICE ENGINE/STAB and WING switches are selected OFF, b) WING/STAB XFLOW is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-10-06	Anti-Ice Crossover Valve (Wing) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) All ANTI ICE ENGINE/STAB and WING switches are selected OFF, b) WING XFLOW is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-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/STAB switches are selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within 3 flight days.	

MMEL TABLE KEY

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Pitot Tube Heater (Excluding Standby)	**B**	**2**	**1**	One may be inoperative provided: 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 (Excluding Standby)	**B**	**4**	**3**	One may be inoperative provided: 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 - Two per engine)	**C**	**4**	**3**	One may be inoperative provided: a) ENGINE CONTROL FAULT amber message does not appear, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-01	Rain Removal System (Fan)	**C**	**1**	**0**	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing, or any alternates required by 14 CFR.	

MMEL TABLE KEY

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Windshield Electric Anti-Ice System	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) A means to clear windshield of moisture is readily available, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-04	Windshield Rain Repellant	**C**	**1**	**0**	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing, or any alternates required by 14 CFR.	
-40-05	Frost Pane Defog System	**C**	**2**	**0**		
-70-01	Drain Heater (Refreshment center and aft vanity basin)	**C**	**-**	**0**	(M) May be inoperative provided: a) Drain heaters are deactivated, b) Refreshment center and aft vanity basin overboard drains are considered inoperative (refer to item 38-30-04), and c) External lavatory service system heater gasket is considered inoperative (refer to item 38-30-02-08).	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	APU Maintenance Panel					
-01	ADD OIL Light (Failed lamp test) (Units -0001 thru -0084 not incorporating SB680-49-05)	**A**	**1**	**0**	May be inoperative provided aircraft is operated in accordance with AFM normal limitations for amber ADD OIL light illuminates during preflight test.	
-02	LOW OIL Light (Amber) (Units -0001 thru -0084 incorporating SB680-49-05 and Units -0085 and on) (Failed lamp test)	**A**	**1**	**0**	May be inoperative provided aircraft is operated in accordance with AFM normal limitations for amber LOW OIL light illuminates during preflight test.	
-02	LOW OIL Light (Red) (Units -0001 thru -0084 not incorporating SB680-49-05) (Failed lamp test)	**C**	**1**	**0**	May be inoperative provided: a) Amber ADD OIL light does not illuminate during preflight test, and b) APU oil level is visually verified.	
-03	APU Oil Test (LAMP TEST or PRE FLT)	**C**	**2**	**0**	May be inoperative provided APU oil level is visually verified.	
-04	Emergency Shutoff	**C**	**1**	**0**	May be inoperative provided a crewmember is present in cockpit during APU operation.	
-10-02	Panel Switch Lights (Failed to illuminate)					
-01	ADC Reversion (REVERSION ADC) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use ADC1-2 amber PFD flag to verify switch position.	
-02	Anti-Collision Lights (ANTI-COLL - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided anti-collision lights (strobes) are visually verified on prior to each flight.	

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MMEL TABLE KEY

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3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-02	Anti-Collision Lights (ANTI-COLL - ON) (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided anti-collision lights (strobes) are visually verified on prior to each flight.	
-03	Anti-Ice Crossflow (WING/STAB XFLOW - XFLOW/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING A/I CROSSFLOW OPEN cyan and amber messages are monitored.	
-03	Anti-Ice Crossflow (WING XFLOW - XFLOW/OFF) (Units -0501 and on)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I WING XFLOW OPEN white and amber messages are monitored.	
-04	APU Bleed Air (BLEED AIR - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) BLEED VALVE OPEN annunciator is operative and monitored.	
-04	APU Bleed Air (APU BLEED AIR - ON/OFF) (Units -0501 and on)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) APU BLD VALVE OPEN amber message and APU BLD VALVE CLOSED white message are monitored.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-05	APU Bleed Valve Open (BLEED VALVE OPEN) (Annunciator) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU bleed air system is considered inoperative (refer to item 49-50-02).	
-06	APU Fire (APU FIRE PUSH) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-01).	
-06	APU Fire (APU FIRE) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-01).	
-07	APU Generator (GENERATOR - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, b) APU RELAY ENGAGED annunciator is monitored, and c) APU DC ammeter is operative and monitored.	
-08	APU Master (MASTER - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) APU controls are monitored.	
-09	APU Ready To Load (READY TO LOAD) (Annunciator only) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU RPM is verified at 100% before APU generating system or APU bleed air system is selected ON.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-10	APU Start (START) (Units -0001 thru -0500)	**C**	**1**	**0**		
-11	APU Stop (STOP) (Units -0001 thru -0500)	**C**	**1**	**0**		
-12	APU Test (APU TEST) (Units -0001 thru -0500)	**C**	**1**	**0**		
-13	Attitude/Heading Reversion (REVERSION ATT/HDG) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use ATT1-2 amber PFD flag to verify switch position.	
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP AUX - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use AUX HYDRAULIC PUMP ON cyan message to verify switch position.	
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP AUX - ON/OFF) (Units -0501 and on)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use HYD AUX PUMP ON white message to verify switch position.	
-15	Avionics Power (L/R AVN - ON/OFF)	**C**	**4**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-16	Baggage Fire (BAGGAGE FIRE PUSH) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-01).	
-16	Baggage Fire (BAGGAGE FIRE) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided APU/baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-01).	
-17	Baggage Heat (BAGGAGE HEAT - OFF) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided baggage heat system is considered inoperative (refer to item 21-40-01).	
-17	Baggage Heat (BAG HEAT - OFF) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided baggage heat system is considered inoperative (refer to item 21-40-01).	
-18	Cabin Recirculating Fan (RECIRC AIR CABIN - NORM/HI) (Units -0001 thru -0500)	**C**	**2**	**0**		
-19	Cabin Temperature Remote Control (CABIN TEMP CONTROL - COCKPIT/CABIN) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Switch is selected to COCKPIT.	
-20	Cockpit Recirculating Fan (RECIRC AIR CKPT - NORM/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-21	Cockpit Speaker Mute (COCKPIT SPEAKERS - ON/MUTE) (Cyan light) (Units -0001 thru -0500)	**C**	**4**	**0**	May be inoperative provided cockpit overhead communication speaker is considered inoperative (refer to item 23-50-03).	
-22	Day/Night (DAY/NIGHT) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-23	Display Reversion (DISPLAY REV - NORM/REV) (Units -0501 and on)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-24	EICAS (EICAS - LEFT/RIGHT) (Units -0001 thru -0500)	**C**	**4**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-25	EICAS Power (EICAS - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-27	Engine/Stabilizer Anti-Ice (ENGINE/STAB - ON/OFF) (Units -0001 thru -0500)	**C**	**4**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use ANTI-ICE ON ENGINE/STAB cyan message to verify switch position.	
-27	Engine/Stabilizer Anti-Ice (ENGINE/STAB - ON/OFF) (Units -0501 and on)	**C**	**4**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use ANTI-ICE ON ENG/STAB white message to verify switch position. (Continued)	

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-30	Engine Synchronizer (ENGINE SYNC - NORM/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**		
-31	External Power (EXT PWR - ON/AVAIL)	**C**	**2**	**0**	May be inoperative provided external power system is not used.	
-32	Fuel Boost (FUEL BOOST - NORM/ON) (Units -0001 thru -0500)	**C**	**4**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use FUEL BOOST PUMP ON L-R cyan and amber messages to verify switch position.	
-32	Fuel Boost (BOOST PUMP - NORM/ON) (Units -0501 and on)	**C**	**4**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use FUEL BST PUMP ON L-R white and amber messages to verify switch position.	
-33	Ground Recognition Light (GND RECOG - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**		
-35	Interior Power (INTERIOR - NORM) (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-35	Interior Power (INTERIOR - ON) (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided switch functionality is verified operative.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-36	Landing Light (LDG - ON/OFF) (Units -0001 thru -0500)	**C**	**4**	**0**	May be inoperative provided landing lights are visually monitored.	
-36	Landing Light (LDG - ON) (Units -0501 and on)	**C**	**2**	**0**	May be inoperative provided landing lights are visually monitored.	
-37	Max Cool (MAX COOL - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**1**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use operative switch light to verify switch position.	
-37	Max Cool (MAX COOL - OFF) (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use MAX COOL - ON switch light to verify switch position.	
-38	Navigation Light (NAV - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided position/navigation lights are visually verified on prior to each flight.	
-40	Passenger Safety (PAX SAFETY - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.	
-40	Passenger Safety (PAX SAFETY - ON) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-41	Pitot / Static Anti-Ice (PITOT/STATIC - ON/OFF) (Units -0001 thru -0500)	**B**	**4**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) PITOT/STATIC COLD L-R-STBY cyan and amber messages are monitored.	
-41	Pitot / Static Anti-Ice (PITOT/STATIC - ON/OFF) (Units -0501 and on)	**B**	**4**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) P/S COLD L-R-STBY white and amber messages are monitored.	
-43	Pulse Light (PULSE - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**		
-43	Pulse Light (PULSE - ON) (Units -0501 and on)	**C**	**1**	**0**		
-45	Recognition Light (RECOG - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided recognition lights are visually monitored.	
-45	Recognition Light (RECOG - ON) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided recognition lights are visually monitored.	
-46	Seat Belt (SEAT BELTS - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-46	Seat Belt (SEAT BELTS - ON) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.	
-47	Secondary Baggage Fire (SEC BAG BOTTLE PUSH) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-02).	
-47	Secondary Baggage Fire (SEC BAG BOTTLE) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided baggage compartment fire extinguishing system is considered inoperative (refer to item 26-20-02).	
-49 ***	Tail Flood Light (TAIL FLOOD - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**		
-49	Tail Flood Light (TAIL FLOOD - ON) (Units -0501 and on)	**C**	**1**	**0**		
-50	Taxi Light (TAXI - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.	
-50	Taxi Light (TAXI - ON) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to illuminate) (Continued)					
-52	Windshield Rain Fan (W/S FAN - ON/OFF)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-53	Wing Anti-Ice (WING - ON/OFF) (Units -0001 thru -0500)	**C**	**4**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING ANTI-ICE COLD L-R cyan and amber messages are monitored.	
-53	Wing Anti-Ice (WING - ON/OFF) (Units -0501 and on)	**C**	**4**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) A/I WING COLD L-R white and amber messages are monitored.	
-54	Wing Inspection Light (WING INSP LTS - ON/OFF) (Units -0001 thru -0500)	**C**	**2**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection lights are visually monitored.	
-54	Wing Inspection Light (WING INSP - ON) (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection lights are visually monitored.	
-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.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Engine Event Marker (Function or EVENT MARKER button)	**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-30-03 ***	Flight Data Recorder					
-00A		**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 applicable 14 CFR.	
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**1**	**0**	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless: 1) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 2) Flight Data Recorder (FDR) repair was attempted but not successful. b) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made, at which repair must be accomplished prior to dispatch, and c) Repairs are made within 3 flight days.	

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MMEL TABLE KEY

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Flight Data Recorder (Continued)					
-01A	Flight Data Recorder (FDR) Parameters Required by 14 CFR	**A**	**-**	**-**	Up to three recording parameters may be inoperative provided: 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.	
-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.	
-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).	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-60-01 ***	Cockpit Fold-Down Monitor	**D**	**1**	**0**		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Main Wheel Spin Down System (Units -0001 thru -0500)	**C**	**1**	**0**		
-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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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: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are 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 (Units -0001 thru -0500)					
-00A	(Single light failed)	**C**	**2**	**1**	One may be inoperative.	
-00B	(Both lights failed)	**C**	**2**	**0**	May be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	
-10-02	Cockpit Flood Light (LED string, five elements each) (Units -0501 and on)	**C**	**16**	**-**	Individual strings may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	

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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		**C**	**2**	**0**	May be inoperative provided aircraft is not operated at night.	
-00B		**C**	**2**	**1**	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.	
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)					
-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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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	Entry Lights Timer	**C**	**1**	**0**	May be inoperative provided entry lights are selected OFF when aircraft is vacated.	
-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	**C**	**3**	**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**		
-40-01	Anti-Collision Light System (Wing strobe)					
-00A					Deleted, Revision 5.	|
-00B					Deleted, Revision 5.	|

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Anti-Collision Light System (Wing strobe) (Continued)					
-01 ***	LED Wing Light (Per light) (LED element) (Units -0001 thru -0500)	**C**	**36**	**32**	Up to two elements may be inoperative on either Printed Circuit Board (PCB). NOTE: Anti-collision light system is still considered operative.	
-01	LED Wing Light (Per light) (LED element) (Units -0501 and on)	**C**	**30**	**24**	Up to six elements may be inoperative. NOTE: Anti-collision light system is still considered operative.	
-40-02	Ground Recognition Light (Beacon)	**C**	**1**	**0**	NOTE: Operation with the white anti-collision lights in lieu of a red ground recognition light should be restricted to operations between sunrise and sunset.	|
-40-03	Landing Light					
-00A	(Single light failed)	**C**	**2**	**1**	One may be inoperative provided a taxi light is operative.	
-00C	(Both lights failed)	**C**	**2**	**0**	May be inoperative provided aircraft is not operated at night.	
-01	Recognition Light Mode	**C**	**1**	**0**	(O) May be inoperative provided at least one landing light is verified operative for night operations.	
-02	Pulse Light Mode	**D**	**1**	**0**	(O) May be inoperative provided at least one landing light is verified operative for night operations.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-04	Main Cabin Door Step Lights					
-00A	(Select lights failed)	**C**	**6**	**3**	One may be inoperative on each step.	
-00B	(All lights failed)	**C**	**6**	**0**	May be inoperative provided an alternate source of illumination is available.	
-40-05	Position/Navigation Light System	**C**	**1**	**0**	May be inoperative provided aircraft is not operated between sunset and sunrise.	|
-01 ***	LED Wing Light (Per side) (Units -0001 thru -0500)	**C**	**2**	**1**	One light assembly may be inoperative. NOTE: Position/navigation light system is still considered operative.	
-01A	LED Wing Light (Left - red) (LED element) (Units -0501 and on)	**C**	**14**	**7**	Up to seven elements may be inoperative. NOTE: Position/navigation light system is still considered operative.	
-01B	LED Wing Light (Right - green) (LED element) (Units -0501 and on)	**C**	**12**	**6**	Up to six elements may be inoperative. NOTE: Position/navigation light system is still considered operative.	
-40-06 ***	Pylon Work Light	**D**	**2**	**0**		
-40-08 ***	Tail Flood Light	**D**	**2**	**0**		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-09	Taxi Light					
-00A		**C**	**2**	**1**	One may be inoperative.	
-00B		**C**	**2**	**0**	May be inoperative provided both landing lights are operative.	
-00C		**C**	**2**	**0**	May be inoperative provided aircraft is not operated at night.	
-40-10	Wing Inspection Light					
-00A	(Single light failed)	**C**	**2**	**1**	One may be inoperative provided ground deicing procedures do not require its use.	
-00B	(Both lights failed)	**C**	**2**	**0**	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-11	LoPresti Boom Beam HID Landing Light System STC# ST02893AT	**C**	**4**	**0**	May be inoperative provided airplane is not operated at night.	|
-40-11-01	LoPresti Boom Beam HID Landing Light System (With factory taxi lights installed) STC# ST02893AT	**C**	**-**	**1**	Up to three landing lights may be inoperative for night operations.	|
-40-11-02	LoPresti Boom Beam HID Landing Light System (With LoPresti Boom Beam taxi lights installed) STC# ST02893AT	**C**	**-**	**0**	May be inoperative for night operations.	|
-40-12	LoPresti Boom Beam HID Taxi Light System STC# ST02893AT	**C**	**2**	**0**	May be inoperative for night operations provided landing lights are operative.	|

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-50-02	Dropped-Aisle Lighting System (LED)					
-01	Left Forward Half (Emergency Lighting)	**C**	**-**	**-**	Up to four LED elements may be inoperative within any 2-foot length. NOTE: Dropped-aisle lighting system is still considered operative.	
-02	Left Aft Half	**C**	**-**	**0**		
-03	Right Aft Half (Emergency Lighting)	**C**	**-**	**-**	Up to four LED elements may be inoperative within any 2-foot length. NOTE: Dropped-aisle lighting system is still considered operative.	
-04	Right Forward Half	**C**	**-**	**0**		
-50-03	Emergency Lighting Battery (CBS 28) (Excluding Pack 1 UF004)	**B**	**3**	**0**	(O) May be inoperative provided: a) Main cabin door exit signs are verified operative, b) Left forward dropped-aisle lighting is verified operative, c) Exterior emergency lights are considered inoperative (refer to item 33-50-04). d) No cabin occupants are carried, and e) Aircraft is not operated at night.	
-50-04	Exterior Emergency Light	**B**	**4**	**0**	May be inoperative provided aircraft is not operated at night.	|

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Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Altitude Alerting System	**A**	**-**	**0**	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, b) Aircraft does not depart from an airport where repair or replacement can be made, c) Aircraft is not operated RVSM, and d) Repairs are made within 3 flight days.	
-01	Aural Alert	**C**	**-**	**0**	May be inoperative provided: a) Visual alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	**C**	**-**	**0**	May be inoperative provided: a) Aural alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-18-01	Angle of Attack (AOA) System	**B**	**2**	**1**	One may be inoperative on pilot-not-flying side provided affected stick shaker is considered inoperative (refer to item 34-18-01-03).	
-01 ***	Indexer	**C**	**-**	**0**		
-03	Stick Shaker	**B**	**2**	**1**	One may be inoperative provided stick shaker on pilot-flying side is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-18-02	Angle of Attack (AOA) Heater					
-02	Vane	**C**	**2**	**1**	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-03	Case	**C**	**2**	**1**	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-22-01	AHRS Automatic Slaving System (Units -0001 thru -0500)	**B**	**2**	**1**	(O) One may be inoperative provided: a) L/R AHRS SLAVE is selected to MAN, b) Alternate procedures are established and used for periodically comparing heading to other sources and slewing affected gyro, and c) Aircraft is operated in Visual Meteorological Conditions (VMC).	
-25-01	Cursor Control Device (CCD) (Units -0001 thru -0500)	**C**	**2**	**1**	One may be inoperative provided all controls are operative on opposite Cursor Control Device (CCD). NOTE: PFD range in ARC mode cannot be adjusted on failed side.	
-01	Display Selection Key (Two inboard keys) (Per side)	**C**	**2**	**1**	One may be inoperative provided two inboard keys are operative on non-failed Cursor Control Device (CCD).	
-02	Display Selection Button (Outboard key) (Per side)	**C**	**1**	**0**	NOTE: PFD range in ARC mode cannot be adjusted on failed side.	
-03	Enter Button (Per side)	**C**	**2**	**1**	One may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Cursor Control Device (CCD) (Units -0001 thru -0500) (Continued)					
-04	TCAS Button (Per side)	**C**	**1**	**0**	May be inoperative provided TCAS button is operative on opposite Cursor Control Device (CCD).	
-05	Trackball (Per side)	**C**	**1**	**0**	May be inoperative provided all controls are operative on opposite Cursor Control Device (CCD).	
-06	Concentric Control Knobs (Per side)	**C**	**2**	**0**	May be inoperative or knobs may be missing provided Cursor Control Device (CCD) is considered inoperative (refer to item 34-25-01).	
-25-02	Display Unit (Copilot PFD - DU4) (Units -0001 thru -0500)	**A**	**1**	**0**	May be inoperative provided: a) Both flight director channels are operative, b) Flight guidance controller coupled side annunciator is operative, c) Flight guidance controller coupled side function is operative, d) Electronic checklist is considered inoperative (refer to item 31-40-02), e) Copilot's PFD knob is selected to OFF/REV, f) Extended overwater operations are not conducted, and g) Repairs are made within three flight cycles.	

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Sequence No.	Item	1	2	3	4	Change Bar
-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 (GMX-200) (Units -0001 thru -0500)	**D**	**-**	**0**		
-01	Database				Deleted, Revision 4.	
-25-05	Display Controller (DC-840) (Units -0001 thru -0500)					
-25-05	Display Controller (GCU 275) (Units -0501 and on)					
-01	Bearing Selector (BRG) (Per side) (Units -0001 thru -0500)	**C**	**2**	**1**	One may be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (Continued)					
-02	Minimums Mode Selector (RAD-BARO) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-03	Minimums Selector (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative or knob may be missing provided procedures do not require its use.	
-04	Navigation Source Selector (NAV-PREVIEW-FMS) (Per side) (Units -0001 thru -0500)	**C**	**3**	**0**	May be inoperative provided: a) Button is operative on pilot-flying side, and b) Flight director/autopilot is coupled to non-failed side.	
-05	Timer Control (ET) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-06	HSI Mode Selector (HSI) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided current horizontal situation indicator display on PFD is acceptable to flightcrew.	
-07	Weather Radar/Terrain Selector (WX/TERR) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-08	Barometer Units Selector (IN-HPa) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided current barometer unit is acceptable to flightcrew.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (Continued)					
-09	Barometer Standard (PUSH STD) (Per side)	**C**	**1**	**0**		
-10	Radio Altimeter Test (PUSH RAD TEST) (Per side) (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided radio altimeter push test is operative on opposite display controller.	
-11	Range/Pan Control (Knob) (Per side) (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided touchscreen controller left knob for associated display is operative.	
-12	Clear (CLR) (Per side) (Units -0501 and on)	**C**	**1**	**0**		
-13	Enter (ENT) (Per side) (Units -0501 and on)	**C**	**1**	**0**		
-14	Cursor/Select (PFD/PUSH ENT) (Per side) (Units -0501 and on)	**C**	**3**	**0**		
-15	Direct To (D>) (Per side) (Units -0501 and on)	**C**	**1**	**0**	NOTE: Function may be selected on touchscreen controller.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-05	Display Controller (Continued)					
-16	Flight Plan (FPL) (Per side) (Units -0501 and on)	**C**	**1**	**0**	NOTE: Function may be selected on touchscreen controller.	
-17	Radio Control (COM/NAV) (Per side) (Units -0501 and on)	**C**	**1**	**0**	NOTE: Function may be selected on touchscreen controller.	
-18	Procedure (PROC) (Per side) (Units -0501 and on)	**C**	**1**	**0**	NOTE: Function may be selected on touchscreen controller.	
-25-06	Control Display Unit (Right MCDU) (Units -0001 thru -0500)	**A**	**1**	**0**	May be inoperative provided repairs are made within 2 flight days.	
-25-07	Touchscreen Controller (GTC) (L PFD or R PFD) (Units -0501 and on)	**C**	**2**	**1**	(M) One may be inoperative provided controller is deactivated. NOTE: Any functions or controls that operate normally may be used.	
-25-10 ***	Synthetic Vision (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.	

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Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-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.	
-42-01	Weather Radar System	**C**	**1**	**0**	May be inoperative provided system is not required by 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Radio Altimeter System	**A**	**1**	**0**	(M) May be inoperative provided: a) Radio altimeter system 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), and e) Repairs are made within 2 flight days. NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended. NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI will not activate during approach or go-around.	
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0500)	**C**	**1**	**0**		
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0501 and on)	**C**	**1**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and c) Repairs are made within 2 flight days.	
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	**B**	**2**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3)	**A**	**2**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-03A	Voice Callouts (Mode 6) (“Five-Hundred”)	**B**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-03B	Voice Callouts (Mode 6) (Other)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-04A	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class A TAWS required)	**A**	**2**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	**C**	**2**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Continued)					
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	**C**	**-**	**0**		
-05A	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required)	**B**	**-**	**0**		
-05B	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required)	**C**	**-**	**1**	May be inoperative provided affected glideslope or glidepath is not used.	
-06	Terrain Display (Class B TAWS required)	**C**	**-**	**0**		
-06A	Terrain Display (Individual display failed) (Class A TAWS required)	**C**	**-**	**1**		
-06B	Terrain Display (All displays failed) (Class A TAWS required)	**B**	**-**	**0**		

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Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Continued)					
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	**C**	**-**	**0**		
-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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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II)					
-00A		**B**	**1**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-00B		**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.	
-01	Traffic Advisory (TA) Display	**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	**C**	**2**	**1**	One may be inoperative on pilot-not-flying side.	
-02B	Resolution Advisory (RA) Display	**C**	**2**	**0**	(O) May be inoperative provided: a) Traffic Advisory (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.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed	**C**	**2**	**1**	One side may be inoperative provided: a) Traffic Advisory (TA) and Resolution Advisory (RA) displays are 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.	
-51-01	Distance Measuring Equipment (DME)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-00A	(Individual transponder failed)	**D**	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(All transponders failed)	**B**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative (refer to item 34-45-01), and d) Aircraft is not operated RVSM.	
-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.	
-02 ***	ADS-B Squitter Transmission (ADS-B Extended squitter-equipped aircraft) (Units -0001 thru -0500)	**D**	**-**	**0**	May be inoperative provided operations do not require their use.	
-02	ADS-B Squitter Transmission (Units -0501 and on)	**D**	**-**	**0**	May be inoperative provided operations do not require their use.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-52-03	Transponder Ident Button (XPDR IDENT)	**C**	**2**	**1**		
-00A	(One button failed)	**C**	**2**	**1**	One may be inoperative.	
-00B	(Both buttons failed)	**B**	**2**	**0**	May be inoperative provided all ATC transponders are considered inoperative (refer to item 34-52-01-00B).	
-54-01	Very High Frequency Omni Range (VOR) System	**C**	**-**	**-**	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**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	**C**	**-**	**0**	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-60-01	Data Loader	**C**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-60-02	Flight Management System (FMS)	**C**	**-**	**0**	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	**C**	**-**	**0**		
-02 ***	Takeoff and Landing Data (TOLD) Calculation Function or Database	**D**	**1**	**0**	Function may be inoperative or database may be not loaded.	
-61-01	Navigation Database	**-**	**-**	**-**	Deleted, Revision 5.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Cockpit Oxygen Pressure Gauge/Indication (Aircraft with extended range oxygen system)	**C**	**2**	**1**	One may be inoperative provided: a) Associated oxygen bottle is considered inoperative (refer to item 35-00-02), and b) Non-associated oxygen bottle is operative.	
-01	Gauge Lighting (Units -0001 thru -0500 with either oxygen system)	**C**	**-**	**0**	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.	
-02	Low Pressure Light (Units -0001 thru -0500 with extended range oxygen system)	**B**	**2**	**1**	One may be inoperative provided associated cockpit oxygen pressure gauge/indication is operative and monitored.	
-00-02	Oxygen Bottle (Aircraft with extended range oxygen system)	**C**	**2**	**1**	(M) One may be inoperative or empty provided: a) Affected bottle regulator is closed, b) Non-affected cockpit oxygen pressure indication/gauge is operative, and c) Oxygen duration is computed using only operative bottle.	
-00-03	Oxygen System					
-01	Fill Port	**C**	**-**	**0**	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Servicing Panel Pressure Gauge	**C**	**-**	**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.	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-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 4 minutes to a cabin pressure altitude of 13,000 feet 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	(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”.	
-02	Drop-out Panel (Units -0001 thru -0500)	**C**	**-**	**0**	(M) Individual panels may be out of normal position provided: 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”.	
-02	Drop-out Panel (Decorative cover) (Units -0501 and on)	**C**	**-**	**0**	Individual panels may be missing.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-20-02 ***	Therapeutic Oxygen System	**D**	**1**	**0**		
-30-01 ***	Portable Oxygen System	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative provided: 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 location placarding is removed or obscured.	

MMEL TABLE KEY

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve					
-00A	Left (Units -0001 thru -0500)	**B**	**1**	**0**	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Emergency pressurization system is considered inoperative (refer to item 21-30-03), c) L ENG BLD AIR is selected OFF, d) BAGGAGE HEAT is selected OFF, e) Aircraft is operated at FL 250 or below, and f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLEED SELECT NOT NORM L amber message may appear.	
-00A	Left (Units -0501 and on)	**B**	**1**	**0**	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Emergency pressurization system is considered inoperative (refer to item 21-30-03), c) L ENG BLD AIR is selected OFF, d) BAG HEAT is selected OFF, e) Aircraft is operated at FL 250 or below, and f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLD SEL NOT NORM L amber message may appear.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Continued)					
-00B	Right (Units -0001 thru -0500)	**B**	**1**	**0**	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) R ENG BLD AIR is selected OFF, c) BAGGAGE HEAT is selected OFF, d) Aircraft is operated at FL 410 or below (11 cabin occupants or less) or at FL 390 or below (12 cabin occupants), and e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLEED SELECT NOT NORM R amber message may appear.	
-00B	Right (Units -0501 and on)	**B**	**1**	**0**	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) R ENG BLD AIR is selected OFF, c) BAG HEAT is selected OFF, d) Aircraft is operated at FL 410 or below (11 cabin occupants or less) or at FL 390 or below (12 cabin occupants), and e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLD SEL NOT NORM R amber message may appear. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Continued)					
-01A	High-pressure (HP) (Units -0001 thru -0500)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Associated ENG BLD AIR knob is selected to LP, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL 410 or below). NOTE: BLEED SELECT NOT NORM L-R amber message may appear.	
-01A	High-pressure (HP) (Units -0501 and on)	**C**	**2**	**1**	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Associated ENG BLD AIR knob is selected to LP, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL 410 or below). NOTE: BLD SEL NOT NORM L-R amber message may appear. (Continued)	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Continued)					
-01B	High-pressure (HP) (Units -0001 thru -0500)	**C**	**2**	**0**	(M) May be inoperative provided: a) Both valves are secured for no flow, b) Both ENG BLD AIR knobs are selected to LP, c) BAGGAGE HEAT is selected OFF, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL 410 or below. NOTE: BLEED SELECT NOT NORM L-R amber message may appear.	
-01B	High-pressure (HP) (Units -0501 and on)	**C**	**2**	**0**	(M) May be inoperative provided: a) Both valves are secured for no flow, b) Both ENG BLD AIR knobs are selected to LP, c) BAG HEAT is selected OFF, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is operated at FL 410 or below. NOTE: BLD SEL NOT NORM L-R amber message may appear.	

MMEL TABLE KEY

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Engine Bleed Air Precooler Temperature Control System					
-00A		**B**	**2**	**1**	(M) One may be inoperative provided: a) Precooler temperature control system is deactivated, b) Precooler bypass air butterfly valve is secured open, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-00B	(Units -0001 thru -0500)	**B**	**2**	**1**	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) Aircraft is operated at FL 250 or below (left failed)/FL 410 or below (11 cabin occupants or less, right failed) or at FL 390 or below (12 cabin occupants, right failed), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLEED SELECT NOT NORM L-R amber message may appear.	
-00B	(Units -0501 and on)	**B**	**2**	**1**	One may be inoperative provided: a) Associated ENG BLD AIR is selected OFF, b) Aircraft is operated at FL 250 or below (left failed)/FL 410 or below (11 cabin occupants or less, right failed) or at FL 390 or below (12 cabin occupants, right failed), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: BLD SEL NOT NORM L-R amber message may appear.	

MMEL TABLE KEY

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 *	Potable Water System	**C**	**-**	**0**	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure system is not serviced.	
-01	Individual Components	**C**	**-**	**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 operating normally may be used.	
-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.	
-08	Heater Gasket	**C**	**1**	**0**	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Heater gasket is deactivated, c) Drain heaters are considered inoperative (refer to item 30-70-01), and d) Toilet is not serviced within 4 hours of landing or at surface temperatures below +10 degrees C.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Lavatory Waste System	**C**	**1**	**0**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and c) Lavatory is placarded "DO NOT USE".	|
-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".	
-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.	

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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Aircraft Recording System (AReS)	**D**	**1**	**0**		
-00-02	Central Maintenance System (CMC) (Units -0001 thru -0500)	**C**	**1**	**0**		
-00-02	Central Maintenance System (CDMS) (Units -0501 and on)	**C**	**1**	**0**		

MMEL TABLE KEY

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46. INFORMATION SYSTEMS

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

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Auxiliary Power Unit (APU)	**C**	**1**	**0**	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require its use.	
-30-01	APU Fuel Shutoff Valve	**C**	**1**	**0**	(M) May be inoperative provided: a) APU fuel shutoff valve is verified closed, and b) APU is considered inoperative (refer to item 49-20-01).	
-50-01	APU Bleed Air Heat Exchanger Fan (Units -0501 and on)	**C**	**1**	**0**	(M) May be inoperative provided heat exchanger fan is deactivated.	
-50-02	APU Bleed Air System (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.	
-50-02	APU Bleed Air System (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) APU BLEED AIR is selected OFF, and b) APU bleed air valve is verified closed.	
-01	Max Cool Function (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be inoperative provided: a) APU SYSTEM MAX COOL is selected OFF, and b) APU bleed control valve is verified operative.	
-01	Max Cool Function (Units -0501 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) MAX COOL is selected OFF, and b) APU bleed control valve is verified operative.	

MMEL TABLE KEY

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	APU Exhaust Gas Temperature (EGT) Display (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber annunciator is operative and does not illuminate during APU start.	
-70-01	APU Exhaust Gas Temperature (EGT) Display (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber message does not appear during APU start.	
-70-02	APU Speed (RPM%) Display (Units -0001 thru -0500)	**C**	**1**	**0**	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber annunciator is operative and does not illuminate during APU start.	
-70-02	APU Speed (RPM%) Display (Units -0501 and on)	**C**	**1**	**0**	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber message does not appear during APU start.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door					
-01	Key Lock (Failed unlocked)	**D**	**1**	**0**		
-02	Precatch	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Main cabin door warning system is operative, b) Precatch is secured in retracted position, and c) Alternate procedures for closing door are established and used.	
-03	Acoustic Seal	**C**	**1**	**0**	May be damaged provided seal does not interfere with door operation.	
-04	Primary Seal (Cabin unpressurized)	**C**	**1**	**0**	May be damaged provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-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.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Aft Baggage Door					
-01A	Key Lock (Failed unlocked)	**D**	**1**	**0**	May be inoperative provided door is verified closed and latched prior to each flight.	
-01B	Key Lock (Failed locked)	**B**	**1**	**0**	May be inoperative provided: a) Baggage compartment smoke detection system is operative, b) APU/baggage compartment fire extinguishing system is operative, and c) Contents and weight of baggage compartment is known.	
-02	Door Seal (Units -0001 thru -0500)	**C**	**1**	**0**	(O) May be damaged provided: a) Baggage compartment is verified empty prior to each flight, and b) BAGGAGE HEAT is selected OFF.	
-02	Door Seal (Units -0501 and on)	**C**	**1**	**0**	(O) May be damaged provided: a) Baggage compartment is verified empty prior to each flight, and b) BAG HEAT is selected OFF.	
-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.	
-05	Gas Spring	**C**	**1**	**0**	(O) May be inoperative or missing provided precautions are taken when opening door.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-42-01 ***	Battery Access Door Key Lock (Failed unlocked)	**D**	**2**	**0**	May be inoperative provided door is verified closed and latched prior to each flight.	
-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 overwing 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.	
-50-01 ***	Cockpit Divider Door	**C**	**2**	**0**	(M) May be inoperative provided door is secured open.	
-50-02	Lavatory Door	**C**	**2**	**0**	(M) May be inoperative provided door is secured open.	

MMEL TABLE KEY

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-02	Emergency Exit	**C**	**1**	**0**	May be inoperative provided hatch is verified closed and latched prior to each flight.	
-03	Tail Cone Access	**C**	**1**	**0**	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	
-04	Lavatory	**C**	**1**	**0**	May be inoperative provided lavatory door is visually verified latched or secured open prior to each taxi, takeoff, or landing.	
-05	Nose Access	**C**	**2**	**0**	May be inoperative provided door is verified closed, latched, and locked prior to each flight.	

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53. FUSELAGE

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Vortex Generator (Stinger)	**C**	**8**	**6**	Two may be missing or damaged.	
-45-01 ***	Life Raft Mooring Ring	**D**	**1**	**0**	May be inoperative or damaged provided life raft is not required by operating rule.	
-50-01 ***	Radome Erosion Boot	**D**	**1**	**0**	May be damaged or missing provided any remaining sections of boot are removed.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

55. STABILIZERS

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Vortex Generator					
-01	Vertical Stabilizer	**C**	**8**	**6**	Two may be missing or damaged.	
-02	Horizontal Stabilizer Wiper Fairing	**C**	**4**	**0**	May be missing or damaged.	
-44-01	Vortex Generator (Rudder)	**C**	**24**	**16**	Eight may be missing or damaged.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

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) Both fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight days.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

76. ENGINE CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-01-01	Engine Synchronizer System (Failed off) (Units -0001 thru -0500)	**C**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
-14-01	Engine RPM Gauge/Indication (Units -0001 thru -0500)					
-01	Standby N_1	**A**	**2**	**1**	One may be inoperative provided: a) Standby N_2 and standby ITT indicators are operative, and b) Repairs are made within three flight cycles.	
-02	Standby N_2	**C**	**2**	**1**	One may be inoperative provided standby N_1 and standby ITT indicators are operative.	
-22-01	Engine ITT Gauge/Indication (Standby ITT) (Units -0001 thru -0500)	**C**	**2**	**1**	One may be inoperative provided standby N_1 and standby N_2 indicators are operative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Thrust Reverser	**C**	**2**	**0**	(M) May be inoperative provided: a) Affected thrust reverser is deactivated and secured in forward thrust position, and b) Takeoffs on contaminated runways are prohibited. NOTE: Flightcrew should review AFM Single-Engine Reversing procedure.	

SECTION 2

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

Two-section MMELs are authorized by FAA MMEL Policy Letter PL-119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/reconfiguration from the cockpit **for which the crew has been trained**.

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

A. Section One. Items which either require maintenance actions (this may include some CAS messages) or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:

1. Failures which are not annunciated to crew; and

2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.

B. Section Two. Includes only items where flightcrew members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:

1. It should have only two columns:

a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).

b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the “Remarks or Exceptions” column of the conventional “LRU-oriented” MMEL.

NOTE: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

2. Section Two CAS message relief items require flightcrews to accomplish one or more steps to deactivate/reconfigure the affected system prior to flight. The "(O)" indicates the need for these tasks. Tasks include, but are not necessarily limited to, the following duties:

a. Procedures accomplished using cockpit (or cabin) system controls;

b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);

c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and

d. Visual inspection behind panels (internal or external).

1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB);

2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and

3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:

a. Equipment failure indication(s) that can be used to determine the airworthiness status of the airplane.

b. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.

c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.

2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

MMEL TABLE KEY

SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION

WHITE CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	AC BEARING L-R (Units -0501 and on)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC BEARING L-R white message procedure.	
	ADS-B FAIL (Units -0501 and on)		Aircraft may be dispatched provided Automatic Dependent Surveillance-Broadcast (ADS-B) Squitter Transmission is considered inoperative.	
	AP FAIL (Units -0501 and on)		Aircraft may be dispatched provided autopilot system is considered inoperative.	
	AT FAIL (Units -0501 and on)		Aircraft may be dispatched provided autothrottle system is considered inoperative.	
	BAGGAGE HEAT FAIL (Units -0501 and on)		Aircraft may be dispatched provided baggage heat system is considered inoperative.	
	ENG DISPATCH LIM L-R (Units -0501 and on)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual ENG DISPATCH LIM L-R white message procedure.	
***	**FDR FAIL** (Units -0501 and on)		Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.	
	FIRE BTL LOW BAG-APU (Units -0501 and on)		Aircraft may be dispatched provided Auxiliary Power Unit (APU)/baggage compartment fire extinguishing system is considered inoperative.	
	FIRE BTL LOW BAGGAGE (Units -0501 and on)		Aircraft may be dispatched provided baggage compartment fire extinguishing system (nose MDR bottle) is considered inoperative.	
	OIL FLTR BYPASS L-R (Units -0501 and on)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL FLTR BYPASS L and/or R white message procedure.	
	OIL LEVEL LOW L-R (Units -0501 and on)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL LEVEL LOW L-R white message procedure.	

MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

WHITE CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	TEMP FAULT CKT-CAB (Units -0501 and on)		Aircraft may be dispatched provided automatic temperature control system is considered inoperative.	
	TRANSPONDER FAIL 1/2 (Units -0501 and on)		Aircraft may be dispatched provided ATC transponder is considered inoperative.	
	YD FAIL (Units -0501 and on)		Aircraft may be dispatched provided yaw damper is considered inoperative.	

MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

CYAN CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	AC BEARING L-R (Units -0001 thru -0500)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC BEARING L-R cyan message procedure.	
	AP FAIL A-B (Units -0001 thru -0500)		Aircraft may be dispatched provided autopilot system is considered inoperative.	
	BAGGAGE HEAT FAIL (Units -0001 thru -0500)		Aircraft may be dispatched provided baggage heat system is considered inoperative.	
	ENGINE DISPATCH LIMIT L-R (Units -0001 thru -0500)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual ENGINE DISPATCH LIMIT L-R cyan message procedure.	
***	**FDR FAIL**		Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.	
	FIRE BOTTLE LOW BAG-APU (Units -0001 thru -0500)		Aircraft may be dispatched provided Auxiliary Power Unit (APU)/baggage compartment fire extinguishing system is considered inoperative.	
	FIRE BOTTLE LOW BAGGAGE (Units -0001 thru -0500)		Aircraft may be dispatched provided baggage compartment fire extinguishing system (nose MDR bottle) is considered inoperative.	
	GROUND PROX FAIL (Units -0001 thru -0500)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.	
	MAIN WHEEL SPINDOWN FAIL (Units -0001 thru -0500)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual MAIN WHEEL SPINDOWN FAIL cyan message procedure.	
	OIL FILTER BYPASS L-R (Units -0001 thru -0500)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL FILTER BYPASS L-R cyan message procedure.	
	OIL LEVEL LOW L-R (Units -0001 thru -0500)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL LEVEL LOW L-R cyan message procedure.	

MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

CYAN CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
***	**RAAS FAIL** (Units -0001 thru -0500)		Aircraft may be dispatched provided Runway Awareness and Advisory System (RAAS) is considered inoperative.	
	TERR FAIL (Units -0001 thru -0500)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.	
***	**WINDSHEAR FAIL** (Units -0001 thru -0500)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.	
	YD FAIL A-B (Units -0001 thru -0500)		Aircraft may be dispatched provided yaw damper is considered inoperative.	

MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY 2. DISPATCH CONSIDERATION

AMBER CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	A/I RATE FAIL L-R (Units -0501 and on)		Aircraft may be dispatched provided all bleed air anti-ice systems are considered inoperative.	
	AOA HEAT FAIL L-R		Aircraft may be dispatched provided Angle of Attack (AOA) vane heater is considered inoperative.	
	AP STAB TRIM INOP		Aircraft may be dispatched provided: a) PRIMARY STAB TRIM FAIL amber message does not appear, and b) Autopilot system is considered inoperative.	
	APU FIRE DETECT FAIL (Units -0001 thru -0500)		Aircraft may be dispatched provided Auxiliary Power Unit (APU) fire detection system is considered inoperative.	
	APU SYS FAIL (Units -0501 and on)		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual APU SYS FAIL amber message procedure or Auxiliary Power Unit (APU) is considered inoperative.	
	AT FAIL (Units -0501 and on)		Aircraft may be dispatched provided autothrottle system is considered inoperative.	
	BAGGAGE DOOR OPEN		Aircraft may be dispatched provided aft baggage door warning system is considered inoperative.	
	EMERGENCY EXIT OPEN		Aircraft may be dispatched provided emergency exit door warning system is considered inoperative.	
	ENG ANTI-ICE COLD L-R (Units -0001 thru -0500) **A/I ENGINE COLD L-R** (Units -0501 and on)		Aircraft may be dispatched provided engine inlet anti-ice is considered inoperative.	
	FUEL LEVEL LOW L-R (When fuel quantity is known to be above threshold)		Aircraft may be dispatched provided Fuel Level Low Indicating System is considered inoperative.	
	GPS 1-2 INACTIVE (Units -0001 thru -0500)		Aircraft may be dispatched provided Global Positioning System (GPS) is considered inoperative.	

MMEL TABLE KEY

SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION

AMBER CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	GROUND PROX FAIL (Units -0501 and on)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) excessive descent rate mode, excessive terrain closure rate mode, altitude loss after takeoff mode, reduced required terrain clearance mode, and glideslope deviation mode are considered inoperative. NOTE: Voice callouts may be inoperative.	
	HP VALVE FAIL L-R (Units -0001 thru -0500) **HP VALVE CLOSED L-R** (Units -0501 and on)		Aircraft may be dispatched provided High Pressure (HP) bleed valve is considered inoperative.	
	INBD WING A/I COLD L-R (Units -0001 thru -0500) **A/I INB WNG COLD L-R** (Units -0501 and on)		Aircraft may be dispatched provided inboard leading edge wing bleed air anti-ice system is considered inoperative.	
	LAVATORY DOOR		Aircraft may be dispatched provided lavatory door warning system is considered inoperative.	
	MACH TRIM FAIL		Aircraft may be dispatched provided mach trim system is considered inoperative.	
	NOSE DOOR OPEN L-R		Aircraft may be dispatched provided nose access door warning system is considered inoperative.	
	O2 PRESS LOW R (Units -0501 and on)		Aircraft may be dispatched provided extended range oxygen bottle is considered inoperative.	
	PITOT/STATIC COLD L-R (When selected ON) (Units -0001 thru -0500) **P/S COLD L-R** (When selected ON) (Units -0501 and on)		Aircraft may be dispatched provided pilot or copilot static port heater is considered inoperative.	
	PITOT/STATIC COLD L-R (When selected ON) (Units -0001 thru -0500) **P/S COLD L-R** (When selected ON) (Units -0501 and on)		Aircraft may be dispatched provided pilot or copilot pitot heater is considered inoperative.	

MMEL TABLE KEY

SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION

AMBER CAS MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
	PRESSURIZATION FAULT (Units -0501 and on)		Aircraft may be dispatched provided cabin pressurization controller modes (excluding manual) are considered inoperative.	
	RAT HEAT FAIL L-R		Aircraft may be dispatched provided Ram Air Temperature (RAT) probe heater is considered inoperative.	
	STAB ANTI-ICE COLD L-R (Units -0001 thru -0500) **A/I STAB COLD L-R** (Units -0501 and on)		Aircraft may be dispatched provided horizontal stabilizer bleed air anti-ice system is considered inoperative.	
	TAILCONE DOOR OPEN		Aircraft may be dispatched provided tail cone access door warning system is considered inoperative.	
	TCAS FAIL		Aircraft may be dispatched provided traffic alert and collision avoidance system is considered inoperative.	
	TERRAIN FAIL (Units -0501 and on)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) forward looking terrain avoidance function and premature descent alert function are considered inoperative. NOTE: Glideslope deviation mode and voice callouts may be inoperative.	
	TRANSPONDER FAIL 1-2 (Units -0501 and on)		Aircraft may be dispatched provided ATC transponder is considered inoperative.	
	WINDSHEAR FAIL (Units -0501 and on)		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.	
	WINDSHIELD HEAT INOP L-R (Units -0001 thru -0500) **WSHLD HEAT INOP L-R** (Units -0501 and on)		Aircraft may be dispatched provided windshield anti-ice system is considered inoperative.	
	WING ANTI-ICE COLD L-R (Units -0001 thru -0500) **A/I WING COLD L-R** (Units -0501 and on)		Aircraft may be dispatched provided outboard leading edge wing bleed air anti-ice system is considered inoperative.	