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Master Minimum Equipment List (MMEL)

Revision: 1
Date: 04/11/2018

Textron Aviation
CE-680A

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	07/24/2015	Original issue, all pages.
1	04/11/2018	Table of Contents and Control Page, Log of Revisions, Highlights of Change, 23-4, 25-5, 25-7, 30-3, 31-7 thru 31-9, 33-1 thru 33-4, 33-6, 34-10, 34-12, 38-2, 49-1, 52-2.

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 1**.

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 23 COMMUNICATIONS	
23-4	Item 23-50-05-02: Revised Remarks or Exceptions.
ATA 25 EQUIPMENT/ FURNISHINGS	
25-5	Item 25-20-06-06: Revised Number with three asterisks.
25-7	Item 25-60-03-01: Revised Remarks or Exceptions.
25-7	Item 25-60-03-02: Revised Remarks or Exceptions.
ATA 30 ICE AND RAIN PROTECTION	
30-3	Item 40-40-02: Revised Remarks or Exceptions.
ATA 31 INDICATING/ RECORDING SYSTEMS	
31-7	Item 31-50-06-01: Revised Repair Category.
31-8	Item 31-50-06-04: Revised Number Installed.
31-8	Item 31-50-06-05: Revised Item Number with three asterisks.
31-8	Item 31-50-06-06: Revised Item.
31-9	Item 31-50-06-08: Revised Remarks or Exceptions.
31-9	Item 31-50-06-09: Revised Remarks or Exceptions.
31-9	Item 31-50-06-10: Revised Number Installed and Remarks or Exceptions.
31-9	Item 31-50-06-11: Revised Remarks and Exceptions.
31-9	Item 31-50-06-12” Revised Remarks or Exceptions

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 33 LIGHTS	
33-1	Item 33-10-03-00A: Revised Remarks or Exceptions.
33-1	Item 33-10-03-00B: Revised Remarks or Exceptions.
33-2	Item 33-20-02-00B: Revised Remarks or Exceptions.
33-4	Item 33-40-04: Revised Remarks or Exceptions.
33-6	Item 33-40-11: Added Relief for LoPresti Boom Beam Landing Light System.
33-6	Item 33-40-11-01: Added Relief for LoPresti Boom Beam Landing Light System with factory taxi lights installed.
33-6	Item 33-40-11-02: Added Relief for LoPresti Boom Beam Landing Light System with LoPresti taxi lights installed.
33-6	Item 33-40-12: Added Relief for LoPresti Boom Beam Taxi Light System.
ATA 34 NAVIGATION	
34-12	Item 34-61-01: Deleted Relief.
ATA 38 WATER/WASTE	
38-2	Item 38-30-03: Updated with (M) procedure to secure for leaks.
ATA 49 AIRBORNE AUXILIARY POWER	
	Item 49-50-02: Revised Item.
ATA 52 DOORS	
	Item 52-30-01-02: Revised Remarks or Exceptions.

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 Flight Operations Evaluations Board (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 680A Master Minimum Equipment List (P/N 680ACOMP-00-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

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**	**4**	**0**		
-20-04	Cold Air Supply Valve	**C**	**1**	**0**		
-21-04	Recirculation Fan	**C**	**1**	**0**		
-01	Recirculation Shutoff Valve	**C**	**1**	**0**	(M) May be inoperative provided valve is secured in the closed position.	
-21-06	Glareshield Fan	**C**	**2**	**0**		
-30-01	Cabin Dump Function (Unpressurized)	**C**	**1**	**0**	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to item 21-30-02).	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System					
-00A	(Unpressurized with Cabin Occupants)	**C**	**1**	**0**	(O) May be inoperative provided: a) PRESSURIZATION 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: Amber CABIN ALTITUDE CAS message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,650 feet cabin altitude.	
-00B	(Unpressurized without Cabin Occupants)	**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 at 9,650 feet cabin altitude.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Emergency Pressurization System (Failed Closed)	**C**	**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).	
-31-02	Cabin Pressurization System Mode					
-01	Automatic Schedule Mode	**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, and f) Emergency pressurization system is operative.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-02	Cabin Pressurization System Mode (Continued)					
-02	Altitude Select Mode	**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, and f) Emergency pressurization system is operative.	
-04	Any Mode (Excluding Manual)	**C**	**2**	**0**	May be inoperative provided: a) PRESSURIZATION AUTO/MAN is selected to MANUAL, and b) Aircraft is operated using manual pressurization.	

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21. AIR CONDITIONING

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

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-32-03	Cabin Vertical Speed Gauge/Indication					
-00A	(Pressurized)	**C**	**1**	**0**	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.	
-00B	(Unpressurized)	**C**	**1**	**0**	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	
-33-01	Cabin Outflow Valve	**C**	**1**	**0**	(M) May be inoperative provided: a) Outflow valve is secured open, 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)	**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, and c) Aircraft is operated at FL 410 or below. NOTE: Amber PRESS SRC NOT NORM 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
-33-02	Pressure Regulating Valve (Mass Flow Control Valve) (Continued)					
-00B	(Unpressurized)	**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) Cockpit and cabin temperature control systems are considered inoperative (refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (refer to item 21-30-02). NOTE: Amber PRESS SRC NOT NORM message may appear.	
-50-01	Air Cycle Machine	**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), and e) Cabin pressurization system is considered inoperative (refer to item 21-30-02). NOTE: Amber PRESS SRC NOT NORM message may appear.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Temperature Control System (Cockpit and Cabin)					
-00A	(One Zone Failed)	**C**	**2**	**1**	One may be inoperative provided flightcrew determines affected zone temperature is satisfactory.	
-00B	(All Zones Failed)	**C**	**2**	**0**	May be inoperative provided: a) Cabin pressurization system is considered inoperative (refer to item 21-30-02), and b) Flightcrew determines zone temperatures are satisfactory since both zones would be failed.	
-01	Automatic Mode	**C**	**2**	**0**	May be inoperative provided: a) Associated temperature control system manual mode is used, and b) 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	**D**	**1**	**0**	May be inoperative provided CABIN CONTROL is not selected on GTC Temperature page.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-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**		
-03	Supply	**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 Amber DUCT O'TEMP message is monitored during temperature adjustment.	

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4. REMARKS OR EXCEPTIONS

22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (AP/TRIM/NWS DISC) (Failed Deselected)					
-00A	Left Control Wheel	**C**	**1**	**0**	(O) May be inoperative provided: a) Right control wheel button is operative, b) Alternate procedures for disconnecting nose wheel steering during ground operations are established and used, c) A pilot remains seated in right seat with seat belt fastened during all autopilot operations, d) Autopilot system is not used below AFM cruise minimum use height, and e) Approach minimums do not require use of autopilot system.	
-00B	Right Control Wheel	**C**	**1**	**0**	May be inoperative provided: a) Left control wheel button is operative, b) A pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS)	**C**	**2**	**0**		

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22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot System	**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, and d) Aircraft is not operated RVSM.	
-10-04	Takeoff/Go-Around Button (TOGA)					
-00A	(Single Button Failed)	**C**	**2**	**1**	One may be inoperative.	
-00B	(Both Buttons Failed)	**C**	**2**	**0**	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot-flying side. NOTE: FMS missed approach procedure must be manually advanced.	
-10-05	Yaw Damper	**B**	**1**	**0**	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (refer to item 22-10-03).	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to Illuminate)					
-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)	**C**	**1**	**0**	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-05	Back Course (B/C Button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-07	Coupled Side (CPL Button - Left or Right Arrow)	**C**	**2**	**0**	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-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.	

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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

22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Annunciator (GMC 7200) (Failed to Illuminate) (Continued)					
-12	Navigation (NAV Button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-13	Vertical Navigation (VNAV Button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-14	Vertical Speed (VS Button)	**C**	**1**	**0**	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-15	Yaw Damper (YD Button)	**C**	**1**	**0**	May be inoperative provided YD annunciation appears in PFD flight director mode box.	
-13-04	Flight Guidance Controller Function Control (GMC 7200)					
-01	Altitude (ALT Button)	**B**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-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).	

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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

22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Continued)					
-04	Back Course (B/C Button)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change Over (PUSH IAS-MACH)	**D**	**1**	**0**		
-06	Coupled Side (CPL Button)	**C**	**1**	**0**	May be inoperative provided arrow points to pilot-flying side.	
-07	Course (L CRS or R CRS Knob)	**B**	**2**	**1**	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (L CRS or R CRS PUSH DIR)	**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**		
-14	Navigation (NAV Button)	**B**	**1**	**0**	May be inoperative provided procedures do not require its use.	

(Continued)

MMEL TABLE KEY

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

22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Function Control (GMC 7200) (Continued)					
-16	Vertical Navigation (VNAV Button)	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
-17	Vertical Speed (VS Button)	**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 disengaging autopilot.	
-19	Speed (SPD Knob)	**C**	**1**	**0**	May be inoperative provided: a) Desired speed profile is adjusted in FMS (inoperative FMS selection) or using the CWS button (inoperative MAN selection), and b) At least one speed mode is operative.	
-20	Speed Mode (FMS-MAN Selector)	**C**	**1**	**0**	May be inoperative or missing.	
-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.	

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22. AUTO FLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System	**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 (AT DISC)	**B**	**2**	**1**	One may be inoperative.	
-01B	Throttle Disengage Button (AT 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 not used below 500 feet AGL.	
-01C	Throttle Disengage Button (AT DISC)	**C**	**2**	**0**	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02A	Throttle Engage Button (AT)	**C**	**2**	**1**	One may be inoperative.	
-02B	Throttle Engage Button (AT)	**C**	**2**	**0**	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Flight Phone/SATCOM System	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	**D**	**-**	**0**		
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS Not Required)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS Required)	**C**	**-**	**1**	(O) May be inoperative while conducting operations 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.	
-12-01	Very High Frequency (VHF) Communication System	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency Bus and not required for emergency procedures. NOTE: VHF 1 must be operative.	
-01 ***	VHF Datalink (VDL)	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-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**		
-20-02	Ground Avionics/Diagnostics WiFi System	**D**	**1**	**0**		
-20-03 ***	Selective Call (SELCAL) (System or Individual Channel)					
-00A	(SELCAL Not Required)	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
-00B	(SELCAL Required)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
-20-04 ***	SMS Text Message System	**D**	**1**	**0**		
-40-01 ***	Automatic Cabin Briefer	**D**	**1**	**0**		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Crewmember Interphone System (Flight Deck to Ground)	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**1**	**0**	May be inoperative provided procedures do not require its use.	
-40-03	Passenger Address (PA) System	**C**	**1**	**0**	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
-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.	
-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.	

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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	Flight Deck Headset/Boom Microphone	**D**	**-**	**-**	Any in excess of those required by regulation may be inoperative.	
-01A	Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**-**	**0**	May be inoperative provided: a) Associated hand microphone is installed and operates normally, 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 operates normally, 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	**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					
-01	Yoke Switch	**B**	**2**	**1**	(O) One may be inoperative provided alternate procedures are established and used for transmitting.	
-04	Remote Side Console Switch	**C**	**2**	**0**	May be inoperative provided both yoke switches are operative.	
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.	
-01	Aileron	**C**	**6**	**2**	Two per aileron may be damaged or missing provided outermost wick is installed and not damaged.	
-03	Winglet	**C**	**6**	**2**	Two per winglet may be damaged or missing provided outermost wick is installed and not damaged.	
-05	Elevator	**C**	**6**	**2**	Two per elevator 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 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 applicable 14 CFR.	
-01 ***	Recorder Independent Power Supply (RIPS)	**C**	**1**	**0**		
-02	Underwater Locator Device (ULD)	**D**	**1**	**0**	May be inoperative or missing 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.	

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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: a) Associated DC generating system is operative, b) Affected windshield electric anti-ice system is considered inoperative (refer to item 30-40-02), and c) Associated Transformer Rectifier Unit (TRU) is selected off.	
-30-01	APU DC Generating System	**C**	**1**	**0**	May be inoperative provided APU GEN is selected OFF.	
-37-01	APU DC Amperage Gauge/Indication	**C**	**1**	**0**	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.	
-37-02	APU DC Voltage Gauge/Indication	**C**	**1**	**0**	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.	
-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 (Including USB)	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	

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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, galley appliances, 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					
-01A	Armrest	**D**	**4**	**0**	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	**D**	**4**	**0**	(M) May be missing or inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	**D**	**2**	**0**		
-03	Recline/Tilt Function	**C**	**2**	**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.	

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MMEL TABLE KEY

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Flightcrew Seat (Continued)					
-04 ***	Restraint Buckle Protective Padding	**D**	**2**	**0**	May be damaged or missing.	
-05	Thigh Support	**D**	**2**	**0**	May be inoperative provided full flight control movement is available.	
-06	Vertical Adjustment	**C**	**2**	**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.	
-10-08	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**		
-20-03 ***	Cabin Curtain	**D**	**-**	**0**	(M) May be missing or inoperative provided curtain is secured open.	
-20-04	Cabin Window Shade	**D**	**-**	**0**	May be inoperative provided affected window shades are failed open or in a position that does not interfere with emergency procedures.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches)	**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) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).	
-01	Armrest	**D**	**-**	**0**	May be missing, or inoperative with 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.	

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MMEL TABLE KEY

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches) (Continued)					
-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).	
-03 ***	Seat Belt/Shoulder Harness (Forward and Aft-Facing Seats)	**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”.	
-03A	Seat Belt/Shoulder Harness (Side-Facing Seats)	**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**	**-**	**0**		
-05 ***	Lumbar Support	**D**	**-**	**0**		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches) (Continued)					
-06 ***	Air Bag Restraint System	**D**	**1**	**0**	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	|
-30-01	Refreshment Center Hot Liquid Storage System Heater	**D**	**-**	**0**	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave/Oven	**D**	**-**	**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	**D**	**1**	**0**	(M) May be inoperative provided system is deactivated.	
-50-01	Baggage Restraint System	**D**	**-**	**0**	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	**C**	**-**	**0**	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	**C**	**-**	**0**	(M) Individual anchor plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00A		**C**	**-**	**-**	(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".	
-00B		**C**	**-**	**0**	(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	**C**	**-**	**0**	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02 *******	Key Lock	**D**	**-**	**0**	May be inoperative in unlocked position.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-60-02 *	Crash Axe/Survival Tool	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be damaged or missing.	
-60-03	Emergency Medical Equipment					
-01 *	Automatic External Defibrillator (AED) (Includes Associated Equipment)	**D**	**-**	**0**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	|
-02 *	Emergency Medical Kit (EMK) (Includes Associated Equipment)	**D**	**-**	**0**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	|
-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 Vest (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.	
-61-02	Passenger Emergency Blanket					
-01		**D**	**-**	**-**	May be missing provided seat is placarded “DO NOT OCCUPY”.	
-02		**D**	**-**	**-**	May be missing provided aircraft is operated within 120 minutes of a suitable landing site.	

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25. EQUIPMENT/FURNISHINGS

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

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Baggage Compartment Smoke Detection System	**C**	**1**	**0**	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). 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).	
-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.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	APU/Baggage Compartment Fire Extinguishing System	**C**	**1**	**0**	May be inoperative provided: a) APU is considered inoperative (refer to item 49-20-01), and b) Baggage compartment remains empty (excluding ballast and/or fly away kits). 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)	**C**	**1**	**0**	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE 1: If bottle is low or empty, aircraft weight and moment will need to be recalculated. 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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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-70-02	Control/Gust Lock System (Failed Unlocked)	**C**	**1**	**0**	(O) May be inoperative provided pilot verifies full flight control and throttle movement.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	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.	

MMEL TABLE KEY

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

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 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 and to 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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4. REMARKS OR EXCEPTIONS

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.	

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3. NUMBER REQUIRED FOR DISPATCH
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	**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.	
-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)	**C**	**1**	**0**	May be inoperative provided: a) All ANTI-ICE ENGINE/STAB and WING switches are selected OFF, b) WING X FLOW is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

MMEL TABLE KEY

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

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-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 switch is selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within 3 flight days.	
-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, d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and e) Aircraft is not operated RVSM.	
-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.	

MMEL TABLE KEY

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

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, c) Opposite cockpit side window anti-ice is considered inoperative, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-04	Windshield Hydrophobic Rain Repellant	**C**	**1**	**0**	May be missing 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.	
-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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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	APU					
-04	Emergency Shutoff	**C**	**1**	**0**		
-10-02	Panel Switch Lights (Failed to Illuminate)					
-02	Anti-Collision Lights (ANTI-COLL - 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 XFLOW – XFLOW/OFF)	**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 (APU BLEED AIR - ON/OFF)	**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.	
-06	APU Fire (APU FIRE)	**C**	**1**	**0**	May be inoperative provided APU is not used.	

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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

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to Illuminate) (Continued)					
-14	Auxiliary Hydraulic Pump (HYDRAULIC PUMP AUX - ON/OFF)	**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**		
-16	Baggage Fire (BAGGAGE FIRE)	**C**	**1**	**0**	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-23	Display Reversion (DISPLAY REV - NORM/REV)	**C**	**2**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-27	Engine/Stabilizer Anti-Ice (ENGINE/STAB - ON/OFF)	**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.	
-31	External Power (EXT PWR - ON/AVAIL)	**C**	**2**	**0**	May be inoperative provided external power system is not used.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
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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)					
-32	Fuel Boost (BOOST PUMP - NORM/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.	
-35	Interior Power (INTERIOR – ON/OFF)	**C**	**1**	**0**	(O) May be inoperative provided switch functionality is verified operative.	
-36	Landing Light (LDG - ON)	**C**	**2**	**0**	May be inoperative provided landing lights are visually monitored.	
-37	Max Cool (MAX COOL - ON/OFF)	**C**	**1**	**0**	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use MAX COOL - ON switch light to verify switch position.	
-40	Passenger Safety (PAX SAFETY - ON)	**C**	**1**	**0**	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.	
-41	Pitot/Static Anti-Ice (PITOT/STATIC - ON/OFF)	**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)	**C**	**1**	**0**		

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

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)					
-45	Recognition Light (RECOG - ON)	**C**	**1**	**0**	May be inoperative provided recognition lights are visually monitored.	
-46	Seat Belt (SEAT BELTS - 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)	**C**	**1**	**0**	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-49	Tail Flood Light (TAIL FLOOD - ON)	**C**	**1**	**0**		
-50	Taxi Light (TAXI - ON)	**C**	**1**	**0**	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.	
-53	Wing Anti-Ice (WING - ON/OFF)	**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 - ON)	**C**	**1**	**0**	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection lights are visually monitored.	

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	APU Hour Meter	**C**	**1**	**0**	(O) May be inoperative provided APU operation time is tracked by alternate means.	
-20-02	Clock	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-20-04	Flight Hour Meter	**C**	**1**	**0**	(O) May be inoperative provided flight time is tracked by alternate means.	
-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	(FDR Not Required)	**C**	**1**	**0**	May be inoperative provided recorder is not required by 14 CFR.	
-00B	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**1**	**0**	May be inoperative provided repairs are made in accordance with 14 CFR.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-03 ***	Flight Data Recorder (Continued)					
-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, Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 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 the repair must be accomplished prior to dispatch, and c) Repairs are made within 3 flight days.	
-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.	
-02A	Underwater Locator Device (ULD)	**D**	**1**	**0**	May be inoperative or missing provided device is not required by 14 CFR.	
-02B	Underwater Locator Device (ULD)	**A**	**1**	**0**	May be inoperative or missing provided repairs are made within 3 flight days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-04 ***	Quick Access Recorder (QAR)	**D**	**1**	**0**	May be inoperative provided recorder is not required by procedures.	
-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).	
-50-03	Central Warning					
-01	Master Warning Light (Failed to Illuminate)	**C**	**2**	**1**	One may be inoperative.	
-02	Master Warning Cancel/Reset Function	**C**	**2**	**1**	One may be inoperative.	
-03	Master Caution Light (Failed to Illuminate)	**C**	**2**	**1**	One may be inoperative.	
-04	Master Caution Cancel/Reset Function	**C**	**2**	**1**	One may be inoperative.	
-50-06	WHITE CAS MESSAGE (DISPLAYED)					
-01	AP FAIL	**B**	**1**	**0**	May be displayed provided autopilot system is considered inoperative (refer to item 22-10-03).	|
-02	AT FAIL	**B**	**1**	**0**	May be displayed provided autothrottle system is considered inoperative (refer to item 22-30-01).	

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MMEL TABLE KEY

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	WHITE CAS MESSAGE (Displayed) (Continued)					
-03	CHECK DOORS	**B**	**1**	**0**	May be displayed provided Cabin Door Warning system is considered inoperative (refer to item 52-70-01-07).	
-04	ENGINE DISPATCH LIM L and or R	**A**	**2**	**0**	May be displayed provided: a) Operating hours are tracked from the first time the message is posted, and b) Maintenance is performed within 125 operating hours.	|
-05 ***	FDR FAIL	**A**	**1**	**0**	May be displayed provided: a) Flight Data Recorder is considered inoperative (refer to item 31-30-03), and b) Repairs are made in accordance with 14 CFR.	|
-06	FIRE BTL LOW BAGGAGE	**C**	**1**	**0**	May be displayed provided Baggage Compartment Fire Extinguishing system is considered inoperative (refer to item 26-20-02).	|
-07	NO STANDBY DATA	**A**	**1**	**0**	(O) May be displayed provided repairs are completed within 10 flight days.	

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MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	WHITE CAS MESSAGE (DISPLAYED) (Continued)					
-08	OIL FILTER BYPASS	**A**	**1**	**0**	(O) May be displayed provided: a) ENG CHIP DETECT L or R is not displayed, b) Engine oil pressure and temperature are monitored, and c) Repairs are made within 10 operating hours.	|
-09	OIL LEVEL LOW L or R	**A**	**1**	**0**	(O) One may be displayed provided: a) Engine oil level is verified above MIN, and b) Repairs are made within 3 flight days.	|
-10	TEMP FAULT CKPT and/or CABIN	**C**	**2**	**0**	May be displayed provided: a) Manual temperature control is operative, and b) Max cool remains off.	| |
-11	TRANSPONDER FAIL 1 or 2	**B**	**1**	**0**	May be displayed provided associated ATC Transponder and Automatic Altitude Reporting System is considered inoperative (refer to item 34-52-01).	| | |
-12	WSHLD HEAT INOP L and/or R	**C**	**1**	**0**	May be displayed provided associated Windshield Electric Anti-Ice System considered inoperative (refer to item 30-40-02).	| |
-13	YD FAIL	**B**	**1**	**0**	May be displayed provided Yaw Damper is considered inoperative (refer to item 22-10-05).	

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding Button Lights, Standby Flight Instrument Lighting, Internally Lighted Annunciators, and Required Placard Lighting)					
-00A	(Day)	**C**	**-**	**0**	May be inoperative provided aircraft is not operated at night.	
-00B	(Night)	**C**	**-**	**-**	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flightcrew.	
-10-02	Cockpit Flood Light (LED String, Five Elements Each)	**C**	**16**	**-**	Individual strings may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	
-10-03	Cockpit Map Light					
-00A	(Single Light Failed)	**C**	**2**	**1**	One may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	|
-00B	(Both Lights Failed)	**C**	**2**	**0**	May be inoperative provided: a) Lighting configuration and intensity is acceptable to flightcrew, and b) A flashlight is available to each crewmember.	|

MMEL TABLE KEY

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Windshield Ice Detection Light					
-00A	(Single Light Failed)	**C**	**2**	**1**	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.	
-00B	(Both Lights Failed)	**C**	**2**	**0**	May be inoperative provided aircraft is not operated at night.	
-20-02	Cabin Interior Lighting (Excluding Cabin Emergency Lighting)					
-00A		**D**	**-**	**-**	(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 with cabin occupants.	|
-20-03	Entry Lights Timer	**C**	**1**	**0**	May be inoperative provided entry lights are selected OFF when aircraft is vacated.	

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-00A	(With Cabin Occupants)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without Cabin Occupants)	**C**	**-**	**0**	May be inoperative provided no cabin occupants are carried.	
-30-01	Aft Baggage Compartment Light	**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 1.	|
-00B					Deleted, Revision 1.	|
-01	LED Wing Light (LED Element)	**C**	**60**	**48**	Up to six elements per wing light may be inoperative. NOTE: Anti-collision light system is still considered operative.	

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-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, Day)	**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.	
-40-04	Main Cabin Door Step Lights	**C**	**6**	**0**	May be inoperative or missing provided an alternate source of illumination is available for night operations.	|
-40-05	Position/Navigation Light System	**C**	**1**	**0**	May be inoperative provided aircraft is not operated between sunset and sunrise.	|
-01A	LED Wing Light (Left - Red) (LED Element)	**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)	**C**	**12**	**6**	Up to six elements may be inoperative. NOTE: Position/navigation light system is still considered operative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-06 ***	Pylon Work Light	**D**	**2**	**0**		
-40-08 ***	Tail Flood Light	**D**	**2**	**0**		
-40-09	Taxi Light					
-00A	(Single Light Failed)	**C**	**2**	**1**	One may be inoperative.	
-00B	(Both Lights Failed, Night)	**C**	**2**	**0**	May be inoperative provided both landing lights are operative for night operations.	
-00C	(Both Lights Failed, Day)	**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.	|

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
-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	Aisle Lighting System (LED)	**C**	**-**	**-**	Up to four LED elements may be inoperative within any light assembly. NOTE: Aisle Lighting system is still considered operative.	
-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 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**	**3**	**0**	May be inoperative provided aircraft is not operated at night.	

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
-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).	
-03	Stick Shaker	**B**	**2**	**1**	One may be inoperative provided stick shaker on pilot-flying side is operative.	

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
-18-02	Angle of Attack (AOA) Heater					
-02	Case	**C**	**2**	**1**	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-03	Vane	**C**	**2**	**1**	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-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) Departure, Arrival, and Approach procedures do not require its use.	
-00B	(Both Sides Failed)	**B**	**2**	**0**	May be inoperative provided: a) Command bars are not present, b) Departure, Arrival, and Approach procedures do not require its use, and c) Autopilot system is considered inoperative (refer to item 22-10-03).	
-25-05	Display Controller (GCU 275)					
-09	Barometer Standard (PUSH STD)	**C**	**2**	**0**	May be inoperative provided the altimeter setting can be adjusted.	
-11	Range/Pan Control (Knob)	**C**	**2**	**0**	May be inoperative provided touchscreen controller for associated display is operative.	

(Continued)

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
-25-05	Display Controller (GCU 275) (Continued)					
-12	Clear (CLR)	**C**	**2**	**0**		
-13	Enter (ENT)	**C**	**2**	**0**		
-14	Cursor/Select (PFD/PUSH ENT)	**C**	**2**	**0**		
-15	Direct To (D>)	**C**	**2**	**0**	NOTE: Function may be selected on touchscreen controller.	
-16	Flight Plan (FPL)	**C**	**2**	**0**	NOTE: Function may be selected on touchscreen controller.	
-17	Radio Control (COM/NAV)	**C**	**2**	**0**	NOTE: Function may be selected on touchscreen controller.	
-18	Procedure (PROC)	**C**	**2**	**0**	NOTE: Function may be selected on touchscreen controller.	
-25-07	Touchscreen Controller (GTC) (L PFD or R PFD)	**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	**C**	**1**	**0**	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.	

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
-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.	

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
-44-01	Radio Altimeter System					
-00B	(TAWS or TCAS II Required)	**A**	**1**	**0**	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (refer to item 34-44-03), d) TCAS II is considered inoperative (refer to item 34-45-01), 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 may not activate during approach or go-around.	
-44-02 ***	Surface Awareness System (SurfaceWatch)	**C**	**1**	**0**		
-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.	

(Continued)

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
-44-03	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS Required) (Continued)					
-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**		

(Continued)

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
-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**		
-08	Annunciator/Indication (Class B TAWS Required)	**C**	**-**	**0**		

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
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34. NAVIGATION

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)					
-08A	Annunciator/Indication (Terrain Inhibited) (Class A TAWS Required)	**B**	**-**	**0**		
-08B	Annunciator/Indication (Other) (Class A TAWS Required)	**C**	**-**	**0**		
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)					
-00A	(TCAS Not Required)	**C**	**1**	**0**	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.	
-00B	(TCAS Required)	**B**	**1**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-01	Traffic Advisory (TA) Display (TCAS II Only)	**C**	**-**	**0**	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Continued)					
-02A	Resolution Advisory (RA) Display (TCAS II Only)	**C**	**2**	**1**	One may be inoperative on pilot-not-flying side.	
-02B	Resolution Advisory (RA) Display (TCAS II Only)	**C**	**2**	**0**	(O) May be inoperative provided: a) 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.	
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II Only)	**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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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-00A	(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	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
-52-03	Transponder Ident Button (XPDR IDENT)					
-00A	(One Button Failed)	**D**	**2**	**1**	One may be inoperative.	
-00B	(Both Buttons Failed)	**C**	**2**	**0**	May be inoperative provided function on MFD GTC is operative.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-54-01	Very High Frequency Omni Range (VOR) System	**C**	**-**	**0**	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.	
-55-01 ***	Automatic Direction Finder (ADF)	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
-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 (SD Card Slot)	**C**	**-**	**-**	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.	
-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**		

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
-61-01	Navigation Database	**-**	**-**	**-**	Deleted, Revision 1.	|

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SYSTEM & SEQUENCE NO. ITEM

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

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-00-03	Oxygen System					
-01	Fill Port	**C**	**1**	**0**	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Servicing Panel Pressure Gauge	**C**	**1**	**0**	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-03	Blowout Disk/Green Label	**C**	**1**	**0**	May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-20-01	Passenger Oxygen System					
-00A	(With Cabin Occupants)	**B**	**1**	**0**	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within 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	(Cabin Unpressurized)	**C**	**1**	**0**	May be inoperative provided cabin pressurization system is considered inoperative (refer to item 21-30-02).	

(Continued)

MMEL TABLE KEY

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

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Continued)					
-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 (Decorative Cover)	**C**	**-**	**0**	Individual panels may be missing.	
-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.	

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SYSTEM & SEQUENCE NO. ITEM

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

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve					
-00A	Left	**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) Aircraft is operated at FL 250 or below, and e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber BLD SEL NOT NORM L message may appear.	
-00B	Right	**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) Aircraft is operated at FL 410 or below, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber BLD SEL NOT NORM R 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

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Continued)					
-01A	High-Pressure (HP)	**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: Amber BLD SEL NOT NORM L-R message may appear.	
-01B	High-Pressure (HP)	**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) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is operated at FL 410 or below. NOTE: Amber BLD SEL NOT NORM L-R message may appear.	

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
-10-02	Engine Bleed Air Precooler Temperature Control System					
-00A	(Dual Bleed Air Source)	**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	(Single Bleed Air Source)	**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, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber BLD SEL NOT NORM L-R message may appear.	

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

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 *	Potable Water System	**C**	**-**	**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.	

MMEL TABLE KEY

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

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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3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

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 (Cessna Diagnostics and Maintenance System (CDMS))	**C**	**1**	**0**		

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3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

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.	

MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

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).	
-50-02	APU Bleed Air System	**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	**C**	**1**	**0**	May be inoperative provided MAX COOL is selected OFF.	
-70-01	APU Exhaust Gas Temperature (EGT) Display	**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	**C**	**1**	**0**	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU is not restarted within 5 minutes of shutdown.	

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3. NUMBER REQUIRED FOR DISPATCH
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**		
-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.	
-10	Lift Motor	**B**	**1**	**0**	(O) May be inoperative provided: a) Lift motor clutch is disengaged, and b) Gas Strut is operative.	
-12	Gas Strut	**C**	**1**	**0**	May be inoperative or missing provided: a) Lift motor is operative, and b) Clutch is engaged.	
-30-01	Aft Baggage Door					
-01A	Key Lock (Failed Unlocked)	**D**	**1**	**0**		
-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.	

(Continued)

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 (Continued)					
-02	Door Seal	**C**	**1**	**0**	(O) May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	|
-04	Door Cable	**B**	**2**	**1**	(M) 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.	
-40-01	Nose Access Door					
-01	Key Lock (Failed Unlocked)	**D**	**2**	**0**		
-42-01 ***	Battery Access Door Key Lock (Failed Unlocked)	**D**	**2**	**0**		
-46-01 ***	Single-Point Refueling (SPR) Access Door Key Lock					
-00A	(Failed Unlocked)	**D**	**1**	**0**		
-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**		

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-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.	
-07	Main Cabin Door	**B**	**1**	**0**	(O) May be inoperative provided: a) Aircraft is operated in accordance with amber AFM CHECK DOORS message procedure, b) Lock flags are fully engaged in all door site glass locations, and c) Internal door handle is verified in fully latched position.	

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53. FUSELAGE

Sequence No.	Item	1	2	3	4	Change Bar
-50-01 *	Radome Erosion Boot	**D**	**1**	**0**	May be damaged or missing provided any remaining sections of boot are removed.	

MMEL TABLE KEY

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1. REPAIR CATEGORY
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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.	

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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.	