



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

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# Master Minimum Equipment List (MMEL)

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Revision: 6  
Date: 03/06/2018

## **DASSAULT AVIATION DA-50EX**

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80	Starting	80-1	4	05/05/2010

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## LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original		
1	03/06/2001	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 22-1, 23-3, 24-2, 27-1, 27-3, 27-4, 28-1, 28-2, 34-2, 34-3, 34-4
2	05/15/2003	HIGHLIGHTS OF REV., DEFINITIONS, 22-1, 22-2, 23-3, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 33-2, 33-3, 34-6, 73-1, 78-1
3	06/25/2004	HIGHLIGHTS OF REV., DEFINITIONS, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 24-2, 31-1, 31-2, 32-1, 32-2, 32-3, 33-3, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9
3a	12/22/2004	HIGHLIGHTS OF REV., DEFINITIONS, 25-6, 26-1, 79-1, 79-2
3b	03/14/2006	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 25-3, 25-4, 27-1, 31-1, 34-3, 34-5, 79-1
4	05/05/2010	Complete Revision
5	10/23/2012	22-2, 23-2, 23-3, 23-5, 23-6, 23-13, 23-14, 23-16, 24-1, 24-2, 24-3, 24-4, 24-5, 25-2, 25-3, 25-6, 25-7, 25-8, 25-18, 25-19, 25-20, 26-4, 31-1, 31-2, 31-3, 33-1, 33-7, 34-4, 34-6, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 34-21, 34-22, 34-23, 34-24, 34-25, 34-26, 34-27, 35-2, 35-3, 46-1, 77-10, 79-2, 79-4
6	03/06/2018	I-VI, 21-1, 21-3, 21-4, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 26-1, 27-2, 27-3, 28-1, 28-2, 28-3, 29-1, 29-2, 30-1, 30-2, 30-3, 31-1, 31-2, 32-1, 32-2, 32-3, 33-1, 33-2, 33-3, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1 36-1, 36-2, 36-3, 46-1, 49-1, 73-1, 74-1, 77-1, 77-2, 78-1, 79-1

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III

## HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 6**. All relevant MMEL changes are reflected in the Highlights of Change listed below. Content changes are indicated by revision bars in the associated ATA section. For any one change within an ATA section, all pages in that associated ATA section are re-dated accordingly.

PAGE NO.	EXPLANATION OF CHANGE
Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble	Updated to current MMEL template.
Global Changes	Updated to current MMEL template. Replaced references to "Day" with "Other than night".
ATA 21 AIR CONDITIONING  21-1  21-1  21-3  21-4	Item 2: Added period after c) proviso.  Item 3.1): Changed from "14000 FT" to "14,000 feet".  Item 8: Added colon after "provided".  Item 11: Made "Flight Deck" two words in item description.
ATA 22 AUTOFLIGHT  22-1  22-1  22-1  22-2  22-2  22-2  22-2  22-2	Item 1.1): Removed (C - 1) relief for one autopilot required for dispatch, due to only one autopilot installed. New relief to take into account number of flight legs and flight leg durations.  Item 1.2): Added provisos for consider AP Function inoperative and airspeed not to exceed .80 Mach. Changed repair interval to "B" due to AP Function inoperative. Added note.  Item 1.3): Added proviso to consider AP Function inoperative. Changed repair interval to "B" due to AP Function inoperative.  Item 2: Added comma to "1,500 feet" in proviso a).  Item 2 second relief: Changed "autopilot is not used" to "AP Function is considered inoperative."  Item 3 second relief: Added comma to "1,500 feet".  Item 4: Revised relief to take into account the revised relief of the AP Function.  Item 5: Revised relief to take into account the revised relief of the AP Function.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 23 COMMUNICATIONS	
23-1	Item 2: Added "14" to read "14 CFR".
23-1	Item 3: Updated to PL-106, SATVOICE LRCS RELIEF.
23-2	Item 5.1): Changed from "three flight days" to "3 flight-days" in proviso b).
23-3	Item 5.2): Added colon after "provided".
23-4	Item 6.1): Removed relief associated with passenger address required by 14 CFR. Added comma after "normal" in proviso a).
23-4	Item 6.1) NOTE: Added "s" to read "operates".
23-4	Item 6.2): Removed relief associated with passenger address required by 14 CFR.
23-4	Item 6.2)a) second relief: Number of lavatory speakers installed to match PL-009.
23-4	Item 8: Relief moved to CDL.
23-5	Item 13.1): Changed from "three consecutive calendar days" to "3 flight-days".
23-5	Item 13.2): Changed from "three consecutive calendar days" to "3 flight-days".
23-5	Item 13.3): Removed period from end of item description and added "14" to read "14 CFRs" in relief.
23-6	Item 14.1) Added "14" to read "14 CFR" and removed period after end of item description.
23-6	Item 15.1)a): Deleted relief, Flight Deck to Cabin, Cabin to Flight Deck Functions.
23-6	Item 15.2): . Deleted relief for "Flight Deck to Ground Function, Large Turbojet Powered Airplanes Operating under Part 121".
23-6	Item 17: Added relief for FANS 1/A+ Function (A/C with STC ST04044CH).

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 24 ELECTRICAL POWER	
24-1	Item 2: Changed semicolon to colon after "provided".
ATA 25 EQUIPMENT/ FURNISHINGS	
25-1	Item 1.1): Added comma after "operative" in proviso b).
25-1	Item 1.2): Removed "s" to read "armrest" in proviso a).
25-2	Item 2: Updated to PL-076. Significant change to relief format and wording.
25-2	Item 2.1): Removed note 2 (and shifted note 3 up to note 2) regarding number of required Flight Attendants. No Flight Attendants are required on this aircraft due to size.
25-3	Item 3: Updated to PL-120. Significant change to relief format and wording.
25-5	Item 4: Removed hyphen and changed "&" to "and" to read "Nonessential Equipment and Furnishings (NEF)" in item description.
25-5	Item 4: Added comma after "damaged", added comma after "procedures" and made "flightcrew" one word.
25-5	Item 4 NOTE: Made "ashtrays" one word.
25-5	Item 6: Updated to PL-056, Changed "two consecutive calendar days" to 2 flight-days.
25-6	Item 6 third relief: Added "14" to read "14 CFR" in item description.
25-6	Item 7.1): Changed from "50 percent" to 50%" and added hyphen to read "calendar-days".
25-6	Item 7.1) second relief: Changed from "50 percent" to 50%" and added hyphen to read "calendar-days".

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
25-6	Item 7.2): Added hyphen to read "calendar-days".
25-7	Item 8: Added "14" to read "14 CFR".
25-7	Item 18: Removed hyphen to read "within", added comma after "missing", and changed from "1 flight" to "one flight" in proviso b).
25-8	Item 18 second relief: Added "14" to read "14 CFR".
25-8	Item 19: Added comma after "missing" and changed from "1 flight" to "one flight" in proviso b).
25-8	Item 19 second relief: Added "14" to read "14 CFR".
25-8	Item 20: Added "14" to read "14 CFR", added comma after "missing", and changed from "1 flight" to "one flight" in proviso b).
25-8	Item 20: Added second relief per PL-073 for any in excess of 14 CFR.
ATA 26 FIRE PROTECTION	
26-1	Item 1: Added hyphen to read "flight-day".
26-1	Item 4: Added "14" to read "14 CFR".
ATA 27 FLIGHT CONTROLS	
27-2	Item 11.1): Changed from "is" to "are" in proviso c).
27-3	Item 15: Changed from "two consecutive calendar days" to "2 consecutive calendar-days".
ATA 28 FUEL	
28-1	Item 3: Added comma after "valves".
28-1	Item 4: Added comma after "valves" and changed "Crossfeed" to "crossfeed".
28-1	Item 5: Removed comma after "operative" in proviso a).
28-2	Item 5.1): Removed "(are)" from proviso a).
28-2	Item 8: Added comma after "systems" in proviso a) and changed "Crossfeed" to "crossfeed".
28-3	Item 11: Changed "are" to "is" and removed s from "tanks" to read "tank" in proviso b).

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 29 HYDRAULIC POWER  29-1  29-1  29-1  29-2	Item 3: Removed "(are)" from proviso b).  Item 4: Added comma after "that".  Item 5: Removed comma after "approach".  Item 7 second relief: Added item title "Main System Accumulators" to the end of the relief.
ATA 30 ICE AND RAIN PROTECTION  30-1  30-2  30-2  30-2  30-2  30-3	Item 3 NOTE: Removed comma after "open".  Item 6: Added comma after "systems".  Item 8: Replaced "Day" with alternate wording for operations at night in proviso b).  Item 9: Changed from "Angle-of-Attach" to "Angle-of-Attack" in item description.  Item 11: Changed from "Angle-of-Attach" to "Angle-of-Attack" in item description.  Item 12: Replaced "Day" with alternate wording for operations at night in proviso b).
ATA 31 INDICATING/ RECORDING SYSTEMS  31-1  31-1  31-1  31-1  31-2  31-2  31-2	Reformatted relief to clarify relief for commercial operator and non-commercial operator. Also clarified relief for combined voice and flight data recorder. Item 1: Added "14" to read "14 CFR".  Item 1 second relief: Changed from "three consecutive calendar days" to "3 flight-days" in proviso d).  Item 1 third relief: Added "14" to read "14 CFR" in item description, removed "(3)", and changed from "twenty consecutive calendar days" to "20 consecutive calendar-days" in proviso b).  Item 1 fourth relief: Added "14" to read "14 CFR" in item description.  Item 1: Added "14" to read "14 CFR".  Item 1 fifth relief: Added "14" to read "14 CFR".  Item 2: Added open parenthesis before "Maintenance" in item description.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 32 LANDING GEAR	
32-1	Item 3: Added hyphen to read "flight-day".
32-2	Item 4.2): Removed period from end of item description, made "crosswind" in word in proviso d), and changed from "be" to "by" in proviso e).
32-3	Item 5: Changed from "10 KTS" to "10 knots" in proviso d) and changed from "two consecutive calendar days" to "2 consecutive calendar-days" in proviso e).
ATA 33 LIGHTS	
33-1	Item 1: Updated to PL-077 and made "flightcrew" one word in proviso c).
33-1	Item 2: Changed from "50 percent" to "50%" in proviso b).
33-1	Item 3: Removed comma after "operative" in proviso a).
33-2	Item 5: Replaced "Day" with "Other than night".
33-2	Item 6: Replaced "Day" with "Other than night".
33-2	Item 7: Replaced "Day" with "sunrise to sunset".
33-2	Item 8: Changed repair category from B to C. Modified provisos to ensure compliance with 14 CFR § 91.209(b) and to require at least one red beacon is operative for night operations. Replaced "Day" with "Other than night".
33-3	Item 9: Clarified relief for night operations and operations during other than night.
33-3	Item 10: Replaced "Day" with "Other than night".
33-3	Item 11: Replaced "Day" with "Other than night".
33-3	Item 12: Updated to PL-072.
33-4	Item 15: Changed from "&" to "and" in item description.
33-4	Item 16: Added relief for LoPresti Boom Beam HID Landing Light System STC # ST02893AT.
33-4	Item 17: Added relief for LoPresti Boom Beam HID Taxi Lights System STC # ST02893AT.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
34-1	Item 1: Changed from "three consecutive calendar days" to "3 consecutive calendar-days" in proviso b).
34-1	Item 2: Removed apostrophe to read "DCPs" in proviso a).
34-1	Item 3: Removed hyphen to read "Copilot".
34-1	Item 4: Added "14" to read "14 CFR".
34-1	Item 6: Removed comma after "hold" in proviso a), changed from "operations, i.e. RVSM," to "operations (i.e., RVSM)" in proviso b), and changed from "three consecutive calendar days" to "3 consecutive calendar-days" in proviso c).
34-2	Item 6.1): Removed hyphen to read "Autopilot" in proviso b).
34-2	Item 6.2): Removed hyphen to read "Autopilot" in proviso b).
34-2	Item 8: Added "14" to read "14 CFR".
34-2	Item 8 second relief: Replaced "Day" with alternate wording for operations at night in proviso c).
34-2	Item 9: Removed hyphen to read "Standby" in item description.
34-2	Item 9: Replaced "Day" with alternate wording for operations at night in proviso b).
34-3	Item 10: Revised relief for Non-Stabilized Magnetic (Standby) Compass.
34-3	Item 13: Added "14" to read "14 CFR".
34-3	Item 14: Added "14" to read "14 CFR".
34-3	Item 15: Added "14" to read "14 CFR".
34-3	Item 16: Changed from "two consecutive calendar days" to "2 consecutive calendar-days" in proviso c).
34-4	Item 17: Changed from "two consecutive calendar days" to "2 consecutive calendar-days" in proviso b).
34-4	Item 17 second relief: Added "14" to read "14 CFR" in proviso a).
34-4	Item 17.1): Changed hyphen to endash in item description and changed from "two consecutive calendar days" to "2 consecutive calendar-days" in proviso b).
34-4	Item 17.1) second relief: Added "14" to read "14 CFR" in proviso a).

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-4	Item 17.2): Changed from "two consecutive calendar days" to "2 consecutive calendar-days" in proviso b).
34-4	Item 17.2) second relief: Added "14" to read "14 CFR" in proviso a).
34-5	Item 17.7): Changed "&" to "and" in item description.
34-5	Item 18: Added "14" to read "14 CFR" in proviso a).
34-5	Item 18.1): Added apostrophe to read "pilot's", and pagination note (Cont'd) added.
34-6	Item 18.2): Added apostrophe to read "pilot's".
34-6	Item 18.2) second relief: Removed "and" from end of proviso a) and added period to end of proviso c).
34-6	Item 20: Removed comma after "IRS".
34-7	Item 21: Revised provisos to list format. Clarified that relief now includes A/C with STC ST11041SC. Added note associated with STC.
34-7	Item 21.1): Updated to PL-098. Changed from "Is repaired within ten (10) flight days" to "It is repaired within 10 flight-days" in proviso e).
34-7	Item 22: Added "14" to read "14 CFR" in item description.
34-8	Item 23 second relief: Added "14" to read "14 CFR" and added period at the end of relief.
34-8	Item 23.1): Added period at the end of proviso b).
34-8	Item 23.2): Updated to PL-76 which moves relief for ADS-B squitter transmissions relief to item 34-28.
34-9	Item 26: Added relief for A/C with STC ST11041SC, removed hyphen to read "Standby" and removed "(are)" in proviso c) and changed from "three consecutive calendar days" to "3 consecutive calendar-days" in proviso e).
34-9	Item 26 NOTE 2: Removed apostrophe to read "CDUs" and added comma after "functional".
34-9	Item 27: Removed proviso 2) per PL-098.
34-10	Item 28: Updated per PL-105.
34-10	Item 28.1: Moved relief for ADS-B Out Extended Squitter Transmissions from item 34-23 to 34-28 per PL-076 and PL-105. Added relief for STC ST02963NY-D.
34-11	Item 28.2): Updated per PL-105.
34-11	Item 28.3): Updated per PL-105.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 35 OXYGEN	
35-1	Item 2: Added "14" to read "14 CFR".
35-1	Item 3: Added "14" to read "14 CFR".
ATA 36 PNEUMATIC	
36-1	Item 1: Changed from "BASC (Bleed Air System Computer" to "Bleed Air System Computer (BASC) in item description.
36-1	Item 1.1)a) NOTE: Added punctuation to each line and removed apostrophe to read "TC" in seventh bullet point.
36-1	Item 2: Added comma after "HP2" in item description.
36-2	Item 9: Changed from "flight level 410" to "FL 410" in proviso b).
36-3	Item 11: Changed from "flight level 410" to "FL 410" in proviso d).
36-3	Item 12: Added comma after "#2" in item description and removed "s" to read "temperature" in proviso a).
ATA 46 INFORMATION SYSTEMS	
46-1	Item 1.1) NOTE: Added comma after "program".
46-1	Item 1.3): Changed "&" to "and" in item description.
46-1	Item 1.4): Added space between "(O)" and "May" and added "and" at the end of proviso a).
46-1	Item 1.4) second relief: Added "and" at the end of proviso a).
ATA 49 AIRBORNE AUXILIARY POWER	
49-1	Item 1: Removed hyphen to read "shutoff" in proviso a).
49-1	Item 2: Added item title "Auxiliary Power Unit (APU)" at the end of relief.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 73 ENGINE FUEL AND CONTROL	
73-1	Changed ATA chapter title from "ENGINE FUEL & CONTROL" to "ENGINE FUEL AND CONTROL".
73-1	Item 3.1): Changed "preformed" to "performed" in proviso a).
73-1	Item 3.1): Made "powerplant" one word in proviso c).
73-1	Item 4: Added item title "Engine Computer (DEEC)" at the end of relief.
ATA 74 IGNITION	
74-1	Item 1: Changed from "providing" to "provided".
74-1	Item 2: Changed semicolon to colon after "provided" and added comma after "landing" in proviso c).
ATA 77 ENGINE INDICATING	
77-1	Item 1: Added comma after "ITT" in proviso a).
77-1	Item 2: Added comma after "N <sub>2</sub> " in proviso a).
77-1	Item 3: Added comma after "ITT" in proviso a).
77-2	Item 9.1)a) NOTE: Added punctuation at the end of each line
77-2	Item 10: Added period after "5".
ATA 78 ENGINE EXHAUST	
78-1	Item 1: Repair Interval changed to A 100 days.
78-1	Item 2: Repair Interval changed to A 100 days.
78-1	Item 3: Repair Interval changed to A 100 days.
78-1	Item 4: Repair Interval changed to A 100 days.
ATA 79 ENGINE OIL	
79-1	Item 2: Changed from "three consecutive calendar day" to "3 consecutive calendar-days" in proviso b) and removed previously deleted NOTES (item 2, item 4).

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
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DEFINITIONS			

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

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

[FSIMS - Publications - MMEL Policy Letters](#)

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
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PREAMBLE			

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

[FSIMS - Publications - MMEL Policy Letters](#)

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REVISION NO. 4

DATE: 05/05/2010

PAGE NO.

21-1

**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		
1.	Automatic Pressure Controller	C	1	0	(O) May be inoperative provided: a) UP-DN manual controller is verified operative, b) Cabin visual and audio warnings are verified operative, c) DUMP mode is verified operative before each departure, and d) UP-DN manual controller is set to the RH part of the white arc for takeoff.			
		C	1	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.			
2.	UP-DN Manual Controller	C	1	0	(O) May be inoperative provided: a) Automatic pressure control system is verified operative, b) DUMP mode is verified operative before each departure, and c) Manual control is aligned with the green index mark.			
		C	1	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.			
3.	Outflow Pressurization Valves							
		1)	Electropneumatic Outflow Valve	C	1	0	(O) May be inoperative provided aircraft is operated at or below 14,000 feet MSL.	
		2)	Pneumatic Outflow Valve	C	1	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	

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DATE: 05/05/2010

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**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
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ITEM

1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>4.</b>	Triple Cabin Indicator					
<b>1)</b>	Cabin Altitude Indication	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Cabin differential pressure indicator is verified operative, b) Automatic Pressure Controller is verified operative, and c) A chart to convert cabin pressure differential to cabin altitude is provided to the crew.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	
<b>2)</b>	Cabin Differential Pressure Indication	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Cabin altitude indicator is verified operative, b) Automatic Pressure Controller is verified operative, and c) A chart to convert cabin altitude to cabin differential pressure is provided to the crew.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	
<b>3)</b>	Cabin Vertical Speed	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Cabin pressure differential indicator is verified operative, and b) Automatic cabin pressure control is verified operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
5.	CABIN Aural Warning	C	1	0	(O) May be inoperative provided: a) CABIN Warning Light is verified operative, and b) Automatic pressure controller is verified operative.	
		C	1	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	
6.	CABIN Warning Light	C	1	0	(M)(O) May be inoperative provided: a) CABIN aural warning is verified operative, and b) Cabin altitude remains at or below 8,000 feet.	
		C	1	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	
7.	CABIN Light/Aural Warning Test Circuit	C	1	0	(M) May be inoperative provided CABIN light and aural warning are verified operative.	
8.	Environmental Controls (ECU)	C	2	1	(O) One may be inoperative provided: a) Isolation valve is verified operative, and b) Associated air conditioning valve is set in closed position.	
		C	2	1	(O) One may be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	
		C	2	0	(O) May be inoperative provided: a) EFIS fans are verified operative, and b) Flight is conducted in an unpressurized configuration.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
9.	CABIN and CREW Bleed Air Control Valves	C	2	1	(M) One may be inoperative closed.	
		C	2	0	(O) May be inoperative in the AUTO position provided: a) OFF is selected for takeoff, b) ON is selected after completing the second segment climb profile, and c) CABIN aural warning and warning light are verified operative.	
10.	Baggage Compartment Supply and Isolating Valves (BAG Switch)	C	2	0	(M) May be inoperative closed.	
11.	Flight Deck Floor Electric Heat System (Floor Switch)	C	2	0		
12.	Cockpit Gaspers	C	2	1		
		C	2	0	May be inoperative provided at least one gasper remains in open position.	
13.	Temperature Control Systems					
1)	Manual Modes	C	2	1	NOTE: ECU may be tuned off by turning associated Cabin or Crew bleed air switch to OFF, if necessary.	
2)	Automatic Modes	C	2	0	(O) May be inoperative provided associated manual mode is operative.	
14.	Cabin Temperature Remote Control Selector	C	1	0	May be inoperative provided the cockpit control for the cabin temperature is operative.	
15.	Temperature Control Valve Position Indicators	C	2	0		

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
16.	Cabin Temperature Indicator	C	1	0		
17.	Nose Cone Ventilation System	C	1	0	(M) May be inoperative provided: a) Nose Cone supply valve is verified operative, and b) Ground operations do not exceed 30 minutes duration.	
18.	NOSE Supply Valve	C	1	0	(M) May be inoperative open.	
		C	1	0	(M) May be inoperative closed provided the nose cone ventilation system is verified operative on the ground.	
19.	Electrical Rack Blower	C	1	0	May be inoperative provided ground operations do not exceed 30 minutes duration.	
20.	Toilet Compartment Blower					
1) ***	Aft Toilet	C	1	0		
2) ***	Fwd Toilet	C	1	0		
21.	Cockpit Floor/Windshield Diverter Levers	C	2	0	May be inoperative in the WINDSHIELD position.	
22.	Cockpit Air Foot Warmers (Electric)	C	2	0		
23.	EFIS Blowers	C	4	3	(M) One may be inoperative provided the cold air supply system is verified to provide an adequate airflow to the EFIS.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>1.</b>	Autopilot System					
<b>1)</b>	AP Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Enroute operations or approaches do not require its use, b) Number of flight legs and flight leg durations are acceptable to the flightcrew, and c) Flying Duration Limitations of the operating procedure are applied.	
<b>2)</b>	FD Function	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided: a) AP Function is considered inoperative, and b) Airspeed does not exceed 0.80 Mach.  NOTE: Autopilot, Yaw Damper, and Mach trim are not available.	
<b>3)</b>	YD Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) AP Function is considered inoperative, b) "R" label on PFD is not present on the EFIS, and c) Rudder actuator is visually verified centered before each departure.	
<b>4)</b>	Mach Trim Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided airspeed does not exceed .78 Mach.	
<b>5)</b>	AP Warning Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided annunciation on EFIS and aural warning are operative.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Autopilot Disengage Switches	C	2	1	One may be inoperative provided: a) Autopilot is not utilized at less than 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided AP Function is considered inoperative. Refer to item 22-1, Autopilot System.	
3.	Go-Around Buttons	C	2	1	(O) Copilot's button may be inoperative.	
		C	2	0	May be inoperative provided autopilot or flight director is not used below 1,500 feet AGL.	
4.	Flight Control Panel (FCP)	B	1	0	May be inoperative provided: a) ASEL and course functions are verified operative before each departure, b) AP Function is considered inoperative, refer to item 22-1, Autopilot System, and c) FD Function is not used.	
		C	1	0	(O) May be inoperative provided: a) ASEL and course functions are verified operative before each departure, b) ALT mode is operative, c) Approaches do not require its use, d) Number of flight legs and flight durations are acceptable to the flightcrew, and e) Flying Duration Limitations of the operating procedure are applied.	
5.	Servomotor (Pitch and Roll)	B	2	0	One or more may be inoperative provided AP Function is considered inoperative. Refer to item 22-1, Autopilot System.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Radio Tuning Unit (RTU)	C	2	1	(O) One may be inoperative if radio tuning function of the FMS is operative.	
2.	Communication Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
1)	VHF Comm Control Panels					
a)	Frequency Transfer Light	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Transfer Knob	C	-	2		
d)	Frequency Indication	C	-	2		
3.	High Frequency (HF) Communication System(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Flight Deck Speaker System	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Headsets are installed and operative.	
5.	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>5.</b>	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)					
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
<b>1)</b>	Flight Deck Headsets/Headphones	<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>2)</b>	Headset Boom Microphones	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>3)</b>	Headset Earphones/Headphones	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speaker operates normally.	
<b>4)</b>	Active Noise Cancelling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>6.</b>	Passenger Address System (PA)					
1)	Passenger Configuration	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
	a) Lavatory Speakers	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	a) Lavatory Speakers	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>7.</b>	SELCAL	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
1)	Channels	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>8.</b>	Static Dischargers	<b>-</b>	<b>-</b>	<b>-</b>	Relief moved to Configuration Deviation List (CDL), Revision 6.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
10. ***	AFIS System (VHF and Satellite)	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.	
11.	SATCOM	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
12. ***	ACARS	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
13.	Cockpit Voice Recorder System (CVR)					
1) ***	With FDR Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2)	Without FDR Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
3)	For an 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 CFRs.	

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>14.</b>	Boom Microphones					
<b>1)</b>	Cockpit Voice Recorder Equipped to Record Boom Microphones Per 14 CFR				Relief combined with ATA 23-05, Flight Deck Headsets Earphones/Headphones and Boom Microphones, Revision 5.	
<b>2)</b> ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone				Relief combined with ATA 23-05, Flight Deck Headsets Earphones/Headphones and Boom Microphones, Revision 5.	
<b>15.</b>	Crewmember Interphone System(s)					
<b>1)</b>	Passenger Configuration					
<b>a)</b>	Flight Deck to Cabin, Cabin to Flight Deck Functions				Deleted, Revision 6.	
<b>b)</b>	Flight Deck to Ground Function	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>16.</b>	Flight Deck Hand Microphones	<b>C</b>	-	<b>0</b>	May be inoperative provided associated boom microphone operates normally.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>17.</b>	FANS 1/A+ Function (A/C with STC ST04044CH)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute operations do not require its use.	

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4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Battery Blower	C	1	0	(O) May be inoperative provided the overheat sensing system is operative.  NOTE: To prevent battery overheat during extended ground operations, batteries should be switched OFF, then again switched ON before departure.	
2.	BAT Caution Light	C	2	1	(O) One may be inoperative provided: a) Voltage and charging current of each battery are verified operative before each departure, b) Voltmeter and ammeter of the associated DC generating system and battery overheat sensing system are closely monitored during flight, and c) Associated battery switch remains ON unless an AFM procedure requires it OFF.	
3.	Battery Temperature Indicating System					
1)	Temperature Indications	C	2	1	(O) One may be inoperative provided associated battery warning lights are verified operative.	
2)	Amber/Red Indicator Lights	C	2	1	(O) One may be inoperative provided both temperature indicators and master caution "HOT BAT" warning light are verified operative.	
4.	Generators	C	3	2	(M)(O) Either generator #1 or generator #2 may be inoperative provided the bus tie system is verified operative.	

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4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
5.	GEN Caution Lights	C	3	2	(O) One may be inoperative provided: a) Voltmeter and ammeter of the associated DC generating system are operative, and b) Generator current is closely monitored during flight.	
		C	3	2	One may be inoperative provided associated generator is inoperative.	
6.	DC Voltmeters	C	2	1	(O) One may be inoperative provided the generator lights and ammeter of the associated generating system are operative.	
7.	BUS TIED Caution Light	C	1	0	(O) May be inoperative provided Bus Tie circuit and voltmeters are verified operative.	
8. ***	AUX Battery System	D	1	0		

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>1.</b>	Pilot's Seats					
<b>1)</b>	Vertical Adjustment	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, b) Fore-aft adjustment is operative, and c) Associated circuit breakers are pulled and collared.	
<b>2)</b>	Armrests	<b>C</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the affected crewmember.	
<b>3)</b>	Recline Adjustment	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore and Aft on its track.	
<b>4)</b>	Headrests	<b>C</b>	<b>2</b>	<b>0</b>	(O) Headrest fairing only may be damaged provided: a) Headrest structure is verified adequate, and b) It is acceptable to the affected crewmember.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2.</b>	Passenger Seats					
<b>1)</b>	Passenger Seats (Includes all Configurations and Locations)	<b>D</b>	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
<b>2)</b>	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		<b>D</b>	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
<b>3)</b>	Under Seat Baggage Restraining Bars	<b>C</b>	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2.</b>	Passenger Seats (Cont'd)					
<b>4)</b>	Armrests					
<b>a)</b>	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	<b>D</b>	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
<b>b)</b>	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	<b>D</b>	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
<b>5)</b>	Seat Belt/Air Bag Restraint Systems					
<b>a)</b>	Seat Belt/Air Bags Required by 14 CFR	<b>D</b>	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
<b>b)</b>	Seat Belt/Air Bags Not Required by 14 CFR	<b>D</b>	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
<b>6)</b>	Electrical/Electronic Systems/Components	<b>C</b>	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.	
<b>7)</b>	Headrests	<b>C</b>	-	-	May be locked in taxi, takeoff, and landing (TTL) position.	
<b>3.</b>	Emergency Locator Transmitter (ELT)					
<b>1)</b>	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3.</b>	Emergency Locator Transmitter (ELT) (Cont'd)					
<b>2)</b> ***	Fixed ELTs	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 consecutive calendar-days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		<b>A</b>	-	<b>0</b>	May be missing provided: a) Repairs are made within 90 consecutive calendar-days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
<b>2)</b> ***	Fixed ELTs	<b>D</b>	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and, b) Placard stating "ELT not installed" is placed in view of the pilot.	
		<b>D</b>	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
<b>3)</b> ***	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
<b>4)</b> ***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
<b>5)</b> ***	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
5. ***	Flight Phone	D	1	0		
6.	Forward Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Forward Observer Seat (Including Associated Equipment) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	
	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	1	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
7.	Exterior Lavatory Door Ashtrays					
	1) Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed	A	-	-	Up to and including 50% may be missing or inoperative for 10 consecutive calendar-days.	
		A	-	-	More than 50% may be missing or inoperative for 3 consecutive calendar-days.	
2)	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	NOTE: Crew lavatories are included in the total aircraft exterior door ashtray count.  May be missing or inoperative for 10 consecutive calendar-days.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Overwater Equipment (Flotation Devices/ Rafts)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
9. ***	Emergency Vision Assurance System (EVAS) (STC # SA00892LA)	C	-	0		
10.	Aircraft Ladders	C	3	0	(M) May be inoperative or removed.	
11.	Exterior Baggage Door	C	1	0	(M) May be inoperative provided Door is verified closed and secure prior to each departure.	
12.	Baggage Compartment Shelves					
1)	Shelf Stowage Straps	D	2	0	May be inoperative or removed provided the shelves remain in the down position.	
2)	Shelf Support Straps	D	4	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
13.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	
14.	Cockpit Convenience Items	D	-	-	NOTE: Items such as sunshades, cup holders, curtains, upholstery/trim, goggle stowage bags, side panel holders, and yoke clips may be inoperative or missing.	
15.	Keyed Locks	C	-	0	(O) May be inoperative provided the associated door, compartment, or cap is verified secure prior to each departure.	
16. ***	Security System	D	1	0		
17. ***	External Camera System	D	1	0		

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**25. EQUIPMENT/FURNISHINGS**

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

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fire Extinguisher Discharge Indicator Discs	C	4	0	(M)(O) May be missing provided associated gauge reading is verified adequate once each flight-day.	
2.	APU Fire Extinguisher	C	1	0	May be inoperative provided APU is not used.	
3.	APU Fire Warning System	C	1	0	May be inoperative provided APU is not used.	
4.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it 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
1.	Aileron and Elevator Arthur Q Units	C	2	0	(O) May be inoperative provided: a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 260 KIAS/.76 Mach.	
2.	Q-UNIT Caution Light	C	1	0	(O) May be inoperative provided: a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 260 KIAS/.76 Mach.	
3.	Aileron Trim Indicator	C	1	0	(M)(O) May be inoperative provided: a) Aileron trim system is verified operative before each departure, and b) Aileron trim is properly set before each departure.	
4.	Aileron Emergency Trim Indicator	C	1	0	(M)(O) May be inoperative provided: a) Emergency trim system is verified in the neutral position, and b) Normal trim system is operative.	
5.	Rudder Trim Indicator	C	1	0	(M)(O) May be inoperative provided: a) Rudder trim system is verified operative before each departure, and b) Rudder Trim is verified in neutral position before each departure.	
6.	Horizontal Stabilizer Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Stabilizer is verified to be in the recommended position for takeoff before each departure, b) Stabilizer trim is operative, and c) T/O CONFIG warning system is verified operative.	
7.	T/O CONFIG Warning Light	C	1	0	(O) May be inoperative provided aural warning is verified operative.	

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4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
8.	FLAP ASYM Light	C	1	0	(M)(O) May be inoperative provided: a) Flap asymmetry protection system is verified operative, and b) Flaps symmetrical position is verified before each takeoff.	
9.	AIRBRAKE Light	B	1	0	(M)(O) May be inoperative provided: a) Airbrakes are operative, b) Airbrakes are visually verified retracted before each takeoff, c) STALL tests are operative, and d) T/O CONFIG warning system is verified operative.	
10.	Emergency Control System (EMERG SLATS Switch)	C	1	0	(O) May be inoperative provided normal control system is operative.	
11.	Slat Configuration Panel					
1)	Green Light	B	1	0	(O) May be inoperative provided: a) Position of the slats and the controls are verified in agreement before each departure, b) T/O CONFIG warning system is verified operative, c) Wing anti-ice lights are operative, and d) Red (In Transit) Light is operative.	
2)	Red Light	C	1	0	(O) May be inoperative provided AFM limitations are observed.	
12.	Stall Aural Warning	B	1	0	(O) May be inoperative provided: a) Both the automatic slat extension and the automatic ignition system are operative, and b) Slats configuration panel is operative.	

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4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
13.	AUTO SLAT Light	C	1	0	(O) May be inoperative provided: a) Airspeed does not exceed 270 KIAS, b) Slats are extended with normal control at speeds below 180 KIAS, and c) Slat configuration panel is operative.	
14.	Rudder Pedal Adjustment	C	2	0	(M)(O) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits normal full flight control movement.	
15.	STALL Test	A	2	1	One may be inoperative provided: a) Slats are extended with the normal control at speeds below 200 KIAS, b) Slat configuration panel is operative, c) AUTO SLATS light is operative, and d) Repairs are made within 2 consecutive calendar-days.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Booster Pumps	C	3	2	(M)(O) One may be inoperative provided: a) Feeder tank pressurization is verified normal before each departure, b) Crossfeed valves are not opened until climb is established, and c) Associated BOOST circuit breaker is pulled and collared.	
2.	Transfer Pumps (XFR)	C	3	2	(M)(O) One may be inoperative provided: a) Wing tank pressurization and wing tank-to-feeder tank transfer due to differential pressure are verified normal before each departure, b) Appropriate adjustments are made in flight planning for potentially unusable fuel, c) Transfer intercom valves are verified operative, and d) Relevant XFR PMP circuit breaker is pulled and collared.	
3.	Crossfeed Valves (X-FEED)	C	2	1	(M)(O) One may be inoperative closed provided all booster pumps, transfer intercom valves, and associated fuel quantity indication system are operative.	
4.	Transfer Intercom Systems (XFR INTERCOM)	C	2	0	(O) May be inoperative provided all three transfer systems, crossfeed valves, and associated fuel quantity indication systems are operative.	
5.	Pressure Fueling System	C	1	0	(O) May be inoperative provided: a) Cockpit FUELING (amber) light is operative and extinguished, and b) All fuel quantity indication systems are operative.	
NOTE: Complete filling of center tank may not be possible.						
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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>5.</b>	Pressure Fueling System (Cont'd)					
<b>1)</b>	Vent Valves	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided: a) Affected vent valve(s) is manually operated prior/after refueling, b) If STOP FUELING red indicator remains lighted after opening of the vent valves, gravity refueling is used, and c) Cockpit FUELING caution light is operative and extinguishes after closing sequence.	
<b>6.</b>	Fuel QTY Indications	<b>C</b>	<b>3</b>	<b>2</b>	(M)(O) One may be inoperative provided: a) Single point fueling system ONLY is used for refueling, b) Fuel quantity is verified adequate before each departure, c) Fuel Used indications are operative, and d) All REAR tank indicating systems are operative.	
<b>7.</b>	LO FUEL Light	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Fuel gauging systems in REAR position are operative, and b) REAR tank quantity system is monitored closely during flight.	
<b>8.</b>	Fuel Temperature Indicator	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Boost pumps, transfer systems, and engine crossfeed are operative, and b) Operations are conducted at a TAT at least 3 degrees C above the fuel freeze point.	
<b>9.</b>	Fuel Burn/Gross Weight Totalizer	<b>C</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Emergency Fuel Transfer Systems (LH XFR/RH XFR)	C	2	0		
11.	FUELING Light	C	1	0	(M) May be inoperative provided before each departure it is verified that: a) Fueling panel access door is closed, b) Fuel tank pressurization is verified, and c) Defueling valve is closed.	

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4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
1.	HYDR PUMP Caution Lights	C	3	2	(O) One may be inoperative provided associated hydraulic pressure indicator is verified operative.	
2.	Hydraulic Pressure Indication (EIED)	C	2	1	(M)(O) One may be inoperative provided: a) All HYDR PUMP lights of the associated system are operative, and b) Standby pump is verified operative before each departure.	
3.	Hydraulic Reservoir 1 or 2 Fluid Quantity Indication (EIED)	C	2	0	(M)(O) May be inoperative provided: a) Fluid quantity is visually verified adequate before departure, and b) Relevant hydraulic pressure indication and HYDR PUMP caution light(s) is operative.	
4.	HYDR TK PRESS Caution Light	C	1	0	(O) May be inoperative provided that, if hydraulic pressure is fluctuating, the airplane remains at or below FL 200.	
5.	ST PUMP #2 Caution Light	C	1	0	(M)(O) May be inoperative provided: a) Standby pump is verified operative before departure, b) Selector handle in aft compartment is secured in the flight position, c) Standby pump is tuned OFF during cruise flight, and d) Standby pump is turned ON during approach or upon failure of the No. 2 hydraulic system pump.	
6.	Main System Accumulators	C	2	1	(O) One may be inoperative provided standby pump is not used following No. 2 system failure.	

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**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Main System Accumulator Pressure Gauges	C	2	0	(M) May be inoperative provided an alternate procedure to verify accumulator pressure is established and used.	
		C	2	1	(O) One may be inoperative provided associated Main System Accumulator is considered inoperative. Refer to item 29-6, Main System Accumulators.	

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4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Wing Anti-Ice System	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Wing anti-ice valve is verified in the closed position.	
2.	Engine Anti-Ice Systems					
1)	#1 and #3 Engine	C	2	1	(M)(O) One may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Associated Engine Anti-Ice valve is verified in the closed position, and c) #2 Engine and S-Duct Anti-Ice systems are operative.	
2)	#2 Engine	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) #2 Engine Anti-Ice valve is verified in the closed position, and c) #1 and #3 Engine Anti-Ice systems are operative.	
3)	S-Duct	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) S-Duct Anti-Ice valve is verified closed, and c) #1 and #3 Engine Anti-Ice systems are operative.	
3.	Wing or Engine Anti-Ice Indicating Systems	C	4	3	(O) One may be inoperative provided associated anti-ice valve is verified operative before each departure.  NOTE: Proper operation of valve is verified by increase in ITT with associated valve open and N <sub>1</sub> speed greater than 70%.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Windshield Heating System	C	2	1	(O) One may be inoperative provided: a) Windshield diverter air of blower defogging system is operative, and b) Airplane is not operated in known or forecast icing conditions.	
5.	L/H and R/H Cockpit Side Window Heating System	C	1	0		
6.	Windshield Heat XFR Light	C	1	0	(M) May be inoperative provided temperature control, transfer systems, and heating networks are operative.	
7.	Windshield Wipers	C	2	0	May be inoperative provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
8.	Static Port Heating Systems	B	2	1	(O) May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), and b) Operations are not conducted in visible moisture, known or forecast icing conditions, or at night.	
9.	Angle-of-Attack Sensor Heating Systems	B	2	1	(O) One may be inoperative provided flight is not operated in known or forecast icing conditions.	
10.	L. PITOT, R. PITOT Heat Indicator Lights	B	2	1	(M)(O) One may be inoperative provided: a) Associated heating system is verified operative before each departure, and b) Flight is not operated in known or forecast icing conditions.	
11.	Angle-of-Attack Heating System (Speed Indexes)	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
12.	Pitot Probe Heating System	C	2	1	(O) May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), and b) Operations are not conducted in visible moisture, known or forecast icing conditions, or at night.	
13.	TAT Probe Heat (Rosemont)	C	1	1	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Data Recorder (FDR) System					
1)	FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	Flight Data Recorder (FDR) System. Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
	FDR Recording Parameter Required by 14 CFR.	<b>A</b>	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Data Recorder (FDR) System (Cont'd)					
	DFDR Recording Parameters Not Required by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	2) FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	Flight Data Recorder (FDR) System	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	-	<b>0</b>	May be inoperative provided repairs are made in accordance with 14 CFR.	
2.	Clock with Sweep Second Hand (Or Equivalent) (Maintenance Panel)	<b>C</b>	-	<b>1</b>	May be inoperative at either the pilot's or copilot's station.	
3.	Bleed Air System Computer (BASC) Magnetic Indicators (Minelco) (Cockpit Maintenance Panel)					
	1) Red Indication	<b>B</b>	<b>2</b>	<b>0</b>	(M) Aircraft may be dispatched with computer magnetic indicators Red provided relevant computer function is considered inoperative.	
	2) White Indication	<b>B</b>	<b>2</b>	<b>0</b>	(M) Aircraft may be dispatched with computer magnetic indicators failed White provided relevant computer function is considered inoperative.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Gear Selector Flashing Light	C	1	0	(O) May be inoperative provided the landing gear position indicators and warning horn are operative.	
2.	No. 2 P. Brake Caution Light	C	1	0	(O) May be inoperative provided T/O CONFIG Warning system is verified operative.	
3.	BRAKE ACCU Warning Light	C	1	0	(M) May be inoperative provided the park brake accumulator pressure is verified adequate once each flight-day.	
4.	Anti-Skid System (Includes Annunciator Lights)					
1)	Dry Runways	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the Performance data of the AFM.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Anti-Skid System (Includes Annunciator Lights) (Cont'd)					
2)	Wet Runways (No Standing Water Present in Area of Takeoff Ground Roll, No Snow, No Icy Runway Conditions)	C	1	0	O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runway, b) Thrust Reversers operate normally, c) Acceptable Performance Data from an analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The crosswind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Data, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing conditions are conducted in accordance with available landing performance data in the AFM.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Nose Wheel Steering System	A	1	0	(O) May be inoperative provided: a) Nose wheel is verified free to caster, b) Anti-Skid is operative, c) Aircraft is not operated to or from an airport with standing water or contamination on the runways, d) Operations are limited to crosswinds of 10 knots or less, and e) Repairs are made within 2 consecutive calendar-days.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Deck and Instrument Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
2.	Passenger Cabin Normal Lighting System	C	-	-	Individual lights may be inoperative provided: a) Adjacent light is operative, and b) Inoperative lights do not exceed 50% of the total installed.	
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt" Signs)	C	-	-	(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the associated passenger seat(s) may be occupied provided: a) Passenger Address System is operative and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened or smoking is prohibited.	
4.	Aft Compartment Lighting System	C	1	0		

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar	
5.	Landing Lights	C	2	1	One may be inoperative for night operations provided the taxi light is operative.		
		C	2	0	May be inoperative for other than night operations.		
6.	Taxi Light	C	1	0	May be inoperative for night operations provided both landing lights are operative.		
		C	1	0	May be inoperative for other than night operations.		
7.	Navigation Lights	C	3	0	May be inoperative for sunrise to sunset operations.		
				5	3	May be inoperative provided at least one light is operative at each position.	
				5	0	May be inoperative for sunrise to sunset operations.	
8.	Anti-Collision Lights (Red Fuselage/Vertical Fin Lights)	C	2	1	One may be inoperative for all operations provided: a) Both wingtip strobe anti-collision lights operate normally, and b) The white tail navigation light on lower vertical stabilizer operates normally.		
				C	2	0	One or more may be inoperative for other than night operations provided both wingtip strobe anti-collision lights operate normally.

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Anti-Collision Lights (White Wingtip Strobe Lights)	C	2	0	One or more may be inoperative for all operations provided both red fuselage/vertical fin anti-collision lights operate normally.	
		C	2	0	One or more may be inoperative for other than night operations provided at least one red fuselage/vertical fin anti-collision light operates normally.	
10.	Exterior Emergency Lighting Systems	C	3	0	May be inoperative for other than night operations.	
11.	Windshield Ice Detection Light	C	1	0	May be inoperative for other than night operations.	
		C	1	0	May be inoperative for night operations provided a portable lamp/light of adequate capacity is available for use in icing conditions.	
12.	Wing Ice Detection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	2	1	One may be inoperative provided ground deicing procedures do not require their use.	
13.	Baggage Compartment Light	C	1	0		
14. ***	LOGO Light System	D	1	0		

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	Pulse Light System (Landing and Logo Lights)	D	1	0	May be inoperative provided normal operation of landing or logo lights is not affected.	
16.	LoPresti Boom Beam HID Landing Light System STC # ST02893AT	C	2	0	Both may be inoperative provided aircraft is not operated at night.	
1)	LoPresti Boom Beam HID Landing Lighting Ballasts STC # ST02893AT	C	6	3	May be inoperative provided all factory installed taxi lights are operative.	
2)	LoPresti Boom Beam HID Landing Lighting Ballasts with LoPresti Boom Beam Taxi Lights Installed STC # ST02893AT	C	6	0	May be inoperative provided Boom Beam taxi lights are operative.	
17.	LoPresti Boom Beam HID Taxi Lights System STC # ST02893AT	C	1	0	May be inoperative for night operations provided landing lights are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
1.	Display Controller Panels (DCP)	A	2	1	(M)(O) Except where enroute operations require their use, may be inoperative provided: a) Reversion switch panel (RSP) is operative, and b) Repairs are made within 3 consecutive calendar-days.	
2.	Reversion Switch Panels (RSP)	B	2	0	(O) May be inoperative provided: a) Both DCPs are operative, and b) No reversion is selected.	
3.	Air Data Reference Panels (ARP)	B	2	1	(O) Copilot position IAS/MACH function may be inoperative.	
4.	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by 14 CFR.	
5.	Attitude and Heading System (AHRS) (IRS)	D	-	2	Any in excess of the two required to independently power the Captain's and First Officer's systems may be inoperative.	
6.	Altitude Alerting Systems	A	2	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 consecutive calendar-days.	
		C	-	1		

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>6.</b>	Altitude Alerting Systems (Cont'd)					
<b>1)</b>	Aural Alert	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>2)</b>	Visual Alert	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>7.</b>	VMO/MMO Aural Warnings	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Both Mach/Airspeed indicators are operative, and b) AFM VMO/MMO limitations are observed.	
<b>8.</b>	Standby Attitude Indicator	<b>C</b>	-	<b>0</b>	May be inoperative provided not required by 14 CFR.	
		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), b) Operations are not conducted into known or forecast over-the-top conditions, and c) Operations are not conducted at night.	
<b>9.</b>	Standby Horizon Indicator	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), and b) Operations are not conducted at night.	

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Sequence No.	Item	1	2	3	4	Change Bar
10.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided: a) Operations are conducted only in Visual Meteorological Conditions (VMC), b) Operations are not conducted at night, and c) Two independent compass systems (IRS, AHRS) are operative.	
11. ***	DDRMI/BDRMI	C	-	0		
12.	Marker Beacon System	C	-	0	May be inoperative provided approach minimums do not require its use.	
13.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14.	Radio Compass System (ADF)	C	-	-	As required by 14 CFR.	
15.	Weather Radar System	C	1	-	As required by 14 CFR.	
16.	Radio Altimeter	A	-	0	(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within 2 consecutive calendar-days.	

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Sequence No.	Item	1	2	3	4	Change Bar
17.	Ground Proximity Warning System	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 consecutive calendar-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) Alternate procedures are established and used.	
1)	Modes 1-4	A	-	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 consecutive calendar-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) Alternate procedures are established and used.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 consecutive calendar-days.	
		C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) GPWS is considered inoperative.	
3)	Glideslope Deviation (Mode 5)	B	2	0		
4) ***	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
17.	Ground Proximity Warning System (Cont'd)					
5) ***	Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System is operative.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
6) ***	Enhanced GPWS (TAWS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.	
7) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
18.	Traffic Alert Collision Avoidance System (TCAS)	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(O) May be inoperative on the non-flying pilot's side provided: a) TA and RA elements and audio functions are operative on the flying pilot's side, and b) TA and RA display indications are visible to the non-flying pilot.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>18.</b>	Traffic Alert Collision Avoidance System (TCAS) (Cont'd)					
<b>2)</b>	Resolution Advisory (RA) Display	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative on the non-flying pilot's side.	
		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
<b>3)</b>	Traffic Alert (TA) Display System(s)				(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
<b>19.</b> <b>***</b>	Long Range Navigation Systems (INS, GPS, Loran, etc.)	<b>C</b>	<b>-</b>	<b>0</b>	(O) Except where operations require their use, may be inoperative.	
<b>20.</b> <b>***</b>	Laser Track	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided IRS can be initialized by FMS.	

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Sequence No.	Item	1	2	3	4	Change Bar
21.	Flight Management System (Including A/C with ST11041SC)	C	-	0	(O) May be inoperative provided: a) IRS is initialized by alternate means, and b) Procedures do not require its use.  NOTE: FMS functionality may affect LPV and FANS 1/A operations on A/C with STC ST11041SC.	
1)	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
22.	Windshear Detection, Guidance and Avoidance Systems (Installations Not Required by 14 CFR)					
1) ***	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provide alternate procedures are established and used.	
2) ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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<b>23.</b>	ATC Transponders and Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>1) ***</b>	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
<b>2)</b>	ADS-B Squitter Transmissions	-	-	-	Deleted from item 34-23, ATC Transponders and Automatic Altitude Reporting Systems, per PL 76, Revision 6. See item 34-28, Automatic Dependent Surveillance-Broadcast (ADS-B) System, for relief.	
<b>24.</b>	Primary Flight Display (PFD) Indications					
<b>1)</b>	IAS Trend Vector	<b>C</b>	<b>2</b>	<b>0</b>		
<b>2)</b>	Long Accel/Mach	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3)</b>	Wind	<b>C</b>	<b>2</b>	<b>0</b>		
<b>25.</b>	Multi-Function Display (MFD) Indications					
<b>1)</b>	Wind	<b>C</b>	<b>2</b>	<b>0</b>		
<b>2)</b>	TAS	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3)</b>	GS	<b>C</b>	<b>2</b>	<b>0</b>		

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Sequence No.	Item	1	2	3	4	Change Bar
26.	Electronic Flight Instrument System (EFIS) Displays (Including A/C with STC ST11041SC)	A	4	3	(M)(O) Copilot MFD #2 may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, b) Display Controller Panels (DCP) are operative, c) Standby instrument(s) is operative, d) Captain's ADC is switched to ADC2 in case of failure of Copilot's PFD in flight, and e) Repairs are made within 3 consecutive calendar-days.  NOTE 1: In case of a second MFD failure in flight, TCAS and EGPWS situation awareness are not available.  NOTE 2: In case of a second MFD failure in flight, FMS MFD flight plan depictions are not available; FMS flight plan legs displayed on FMS CDUs remain functional, including FD/AP coupling.  NOTE3: The failure of the MFD #2 may affect the ability to display Electronic Charts and maps on A/C with STC ST11041SC.	
27.	Navigation Databases Data Loader	C	1	0	May be inoperative provided Navigation Databases are not out of currency.	

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Sequence No.	Item	1	2	3	4	Change Bar
28.	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
1) ***	ADS-B Out Extended Squitter Transmissions (Including A/C with STC ST02963NY-D)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>28.</b>	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
<b>2)</b> <b>***</b>	ADS-B Out UAT Transmissions	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
<b>3)</b> <b>***</b>	ADS-B In Transmissions	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	

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4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System	C	1	0	(M)(O) Automatic presentation system may be inoperative provided: a) Manual deployment is operative, and b) Airplane remains at or below FL 250.	
		C	-	0	(M)(O) Passenger service units may be inoperative without flight restrictions provided: a) Associated seats are placarded and blocked to prevent occupancy, and b) Units are operative at all usable lavatory and flight attendant locations.	
		C	-	0	(O) May be inoperative provided airplane remains at or below 10,000 feet.	
1)	Cargo Only Configuration	D	1	0		
2.	First Aid Oxygen	C	-	-	As required by 14 CFR.	
3.	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Bleed Air System Computer (BASC)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) HP bleed and Anti-Ice valves are verified closed, b) Airplane is not operated in known or forecast icing conditions, c) EFIS fans are verified operative, and d) Flight is conducted in an unpressurized configuration.	
1)	BASC Fault Codes					
a)	Type C	<b>C</b>	-	-	May be displayed.	
					NOTE: The BASC fault code Type C covers the following fault codes after troubleshooting using FGDA document: - 405: ADC2 Reading Failure. - 406: ADC1 Reading Failure. - 409: TC Sensor Failure. - 419: Pressure Sensor Drift. - 435: Minelco Output Failure. - 501: Pressure Sensor Drift. - 505: TC Sensor Failure. - 532: ADC2 Reception Failure. - 533: ADC1 Reception Failure. - 534: Minelco Output Failure.	
2.	HP1, HP2, and HP3 Bleed Air Valves	<b>C</b>	<b>3</b>	<b>2</b>	(M)(O) One may be inoperative provided: a) Affected valve is secured in the closed position, b) Associated BLEED AIR-HP switch remains in the OFF position, and c) Airplane is not operated in known or forecast icing conditions.	
3.	ISOLATION Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Valve is secured in the closed position, b) ISOL rotary switch remains in ISOL position, and c) Airplane is not operated in known or forecast icing conditions.	

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4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
4.	ISOL Rotary Switch	C	1	0	(M)(O) May be inoperative provided: a) Rotary switch remains in ISOL position, b) ISOLATION valve is secured in the closed position, and c) Airplane is not operated in known or forecast icing conditions.	
5.	ISOL Caution Light (Overhead Panel)	C	1	0	(M)(O) May be inoperative provided: a) ISOL rotary switch remains in ISOL position, b) ISOLATION valve is secured in the closed position, and c) Airplane is not operated in known or forecast icing conditions.	
6.	APU BLEED AIR Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured in the closed position, and b) APU is used for electrical power only.	
7.	APU BLEED AIR Switch	C	1	0	(M)(O) May be inoperative provided: a) Switch remains in OFF position, b) APU BLEED AIR valve is secured in the closed position, and c) APU is used for electrical power only.	
8.	BLEED APU Caution Light	C	1	0	(M)(O) May be inoperative provided: a) APU BLEED switch remains in OFF position, b) APU BLEED AIR valve is secured in the closed position, and c) APU is used for electrical power only.	
9.	Cockpit Air Conditioning Temperature Probe	C	1	0	(M)(O) May be inoperative provided: a) Cockpit conditioning valve is secured in the closed position, and b) Airplane remains at or below FL 410.	

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**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Wing Anti-Icing Temperature Probe	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
11.	S-Duct Anti-Icing Temperature Probe	C	1	0	(M)(O) May be inoperative provided: a) Passenger cabin conditioning valve is secured in the closed position, b) Air supply interconnect valve is manually open, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane remains at or below FL 410.	
12.	Engine #1, #2, and #3 Bleed Overheat Probes	C	3	2	(O) One may be inoperative provided: a) All other temperature probes are operative, b) Associated HP bleed air valve remains in the OFF position, and c) Airplane is not operated in known or forecast icing conditions.	
13.	Wing Pressure Transmitter	C	1	0	(O) May be inoperative provided: a) S-Duct pressure transmitter is operative, and b) Airplane is not operated in known or forecast icing conditions.	
14.	S-Duct Pressure Transmitter	C	1	0	(O) May be inoperative provided: a) Wing pressure transmitter is operative, b) #1 and #3 engine anti-ice systems are operative, and c) Airplane is not operated in known or forecast icing conditions.	

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4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

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

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4. REMARKS OR EXCEPTIONS

**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU)	D	1	0	(M) May be inoperative provided: a) APU fuel shutoff valve is secured closed, and b) APU inlet door is verified closed.	
2.	APU N1 or T5 Indications (EIED)	D	1	0	May be inoperative provided APU is considered inoperative. Refer to item 49-1, Auxiliary Power Unit (APU).	

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
1.	DOOR Caution Light	C	1	0	(M) May be inoperative provided it is verified that each of the cabin and exterior doors are closed and latched before each departure.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE FUEL AND CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Sync. System	C	1	0	(O) May be inoperative provided Engine Sync. Remains OFF.	
2.	Mach Hold	C	1	0	May be inoperative provided Mach Hold remains OFF.	
3.	Engine Computer (DEEC)					
1)	Automatic Mode	C	3	2	(M)(O) One may be inoperative provided: a) Test to verify correct operation of the over speed protection system of the associated engine is performed as indicated in AFM Annex 6, b) Airplane is operated in accordance with AFM Annex 6, c) No other dispatched inoperative item or configuration deviation concerning powerplant or performance exists, d) Airplane is not operated in known or forecast icing conditions, and e) Associated DEEC is operated in Manual Mode.	
4.	ENG COMPUTER Caution Light	C	3	2	(O) One may be inoperative provided the associated DEEC is considered inoperative in the auto mode. Refer to item 73-3, Engine Computer (DEEC).	

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4. REMARKS OR EXCEPTIONS

**74. IGNITION**

Sequence No.	Item	1	2	3	4	Change Bar
1.	IGN Label (EIED)	C	3	2	(O) One may be inoperative provided the automatic ignition system is verified operative.	
2.	Automatic Ignition System (AOA Activated)	C	2	1	(M)(O) One may be inoperative provided: a) Manual ignition system is verified operative, b) AIR START function is operative, c) AIR START position is selected for takeoff, approach, landing, and rough air penetration, and d) AFM limitations are applied.	
3.	Ignitor Plugs	C	6	5	One may be inoperative provided all DEEC are operative in auto mode.	
4.	Ignition Selector Switches	C	3	2	(O) One GRD START position may be inoperative provided: a) Engine is started in AIR START position, b) Switch is returned to GRD START position at 50% N <sub>2</sub> , and c) All DEEC are operative in auto mode.	

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**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
1.	N <sub>1</sub> Indications	C	3	2	(O) One may be inoperative provided: a) N <sub>2</sub> , ITT, and fuel flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Associated EDC is operative.	
2.	ITT Indications	C	3	2	(O) One may be inoperative provided: a) N <sub>1</sub> , N <sub>2</sub> , and fuel flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Associated EDC is operative.	
3.	N <sub>2</sub> Indications	C	3	2	(O) One may be inoperative provided: a) N <sub>1</sub> , ITT, and fuel flow indications are operative, b) Associated DEEC is operative in AUTO mode, c) Associated EDC is operative, and d) During starting, the power lever is moved to idle at the first indication of N <sub>1</sub> .	
4.	Fuel Flow Indications	B	3	2	One may be inoperative provided all other engine indications and the associated fuel quantity indication system are operative.	
5.	Fuel Used Indications	C	3	2	One may be inoperative provided the associated Fuel Flow and Fuel Quantity Indications are operative.	
6.	N <sub>1</sub> Vibration Indication	C	3	0		
7.	N <sub>2</sub> Vibration Indication	C	3	0		
8.	Engine Vibration Monitoring Computer (EVMC)	C	3	0		

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4. REMARKS OR EXCEPTIONS

**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Engine Instrument Electronic Displays (EIED)	B	3	2	(M) One display may be inoperative provided: a) No displayed parameter has failed, b) Remaining EIEDs manual reconfiguration is verified operative, c) Associated warning lights are operative, d) SAT is considered as the fuel temperature, and e) All DEEC are operative in auto mode.	
1)	EIED Related Fault Messages					
a)	Type C	C	-	-	May be displayed.  NOTE: The EIED fault messages Type C covers the following fault messages after troubleshooting using FGDA document: - UP_DISP/LINK_FROM_MID_DISP_LOSS. - UP_DISP/LINK_FROM_LOW_DISP_LOSS. - MID_DISP/LINK_FROM_UP_DISP_LOSS. - MID_DISP/LINK_FROM_LOW_DISP_LOSS. - LOW_DISP/LINK_FROM_UP_DISP_LOSS. - LOW_DISP/LINK_FROM_MID_DISP_LOSS.	
10.	Oil Pressure Indication (EIED)	-	-	-	Deleted, Revision 5.	

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4. REMARKS OR EXCEPTIONS

**78. ENGINE EXHAUST**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser System	A	1	0	(M)(O) May be inoperative provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the airplane, b) Reverser is deactivated and secured in the stowed position by use of the safety pin, c) All braking systems are operative, and d) Repairs are made within 100 consecutive calendar-days.	
2.	REVERSER UNLOCK Warning Light	A	1	0	May be inoperative provided: a) Thrust Reverser is considered inoperative (refer to item 78-1, Thrust Reverser System), and b) Repairs are made within 100 consecutive calendar-days.	
3.	DEPLOY Lights	A	2	0	May be inoperative provided: a) Thrust Reverser is considered inoperative (refer to item 78-1, Thrust Reverser System), and b) Repairs are made within 100 consecutive calendar-days.	
4.	TRANSIT Lights	A	2	0	May be inoperative provided: a) Thrust Reverser is considered inoperative (refer to item 78-1, Thrust Reverser System), and b) Repairs are made within 100 consecutive calendar-days.	

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**79. ENGINE OIL**

Sequence No.	Item	1	2	3	4	Change Bar
1.	OIL 1, 2, and 3 Warning Lights	C	3	2	(M)(O) One may be inoperative provided: a) Associated Oil Pressure Indicator on EIED is operative and is closely monitored during flight, b) Associated Oil Temperature Indication on EIED is operative and is closely monitored during flight, and c) A Warning Light which remains illuminated is deactivated.	
2.	CHIP DET SYSTEM Yellow Lights (On EIED)	A	3	2	(M) One may be inoperative or showing erroneous illumination provided: a) Associated magnetic chip detector is verified free of metal particles before first flight of the day, and b) Repairs are made within 3 consecutive calendar-days.	

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4. REMARKS OR EXCEPTIONS

**80. STARTING**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Starter Cutout System	C	3	2	(O) One may be inoperative provided starter is disengaged manually at 50% N <sub>2</sub> during engine start.	