



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

Master Minimum Equipment List (MMEL)

Revision: 1a
Date: 09/25/2017

Quest Kodiak 100

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/22/2009	Original issue.
1	06/15/2015	Complete revision, all pages.
1a	09/25/2017	23-1, 23-2, 28-1, 31-1

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for Revision 1a.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document to align with GPO Style that do not affect the relief and are not indicated with change bars.
ATA 23 COMMUNICATIONS	Added relief for Satellite tracking. Added relief for Satellite Phone.
ATA 28 FUEL	Added relief for Single Point Fueling System.
ATA 31 INDICATING/ RECORDING SYSTEMS	Added relief for Angle of Attack Indicator. Added relief for Cycle Counter.

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DEFINITIONS

The required definitions listed in FAA Policy Letter PL-25 are inserted into the operator's Minimum Equipment List (MEL). Additional definitions may be included in an operator's MEL as desired.

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 FAA MMEL Policy Letter PL-36, 14 CFR PART 91 MEL APPROVAL.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

Operator (M) and (O) Procedures should be based on the Quest Aircraft Company, LLC, INOPERATIVE EQUIPMENT PROCEDURES KODIAK 100 document, (P/N 100-000-016).

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Air Conditioning System	C	1	0	(M) May be inoperative provided Air Conditioner is DEACTIVATED.	
-20-01	Fresh Air Vent	C	-	1		
-21-01	Forward Ventilation Blower	C	1	0	(M).	
-21-02	Aft Ventilation Blower	C	1	0	(M).	
-21-03	Avionics Cooling Fan #1	C	1	0	May be inoperative provided: a) PFD 1 COOLING is not displayed, b) COM 1 TEMP is not displayed, and c) GIA 1 COOLING is not displayed.	
-21-04	Avionics Cooling Fan #2	C	1	0	May be inoperative provided: a) PFD 2 COOLING is not displayed, b) COM 2 TEMP is not displayed, and c) GIA 2 COOLING is not displayed.	
-40-01	Main Cabin Electric Heat Unit	D	6	0	(M) Heating units may be inoperative provided environment control unit functions normally.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Forward Cabin Bleed Air Heat System	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 32 degrees F, and e) Defrost is considered inoperative.	
		D	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 59 degrees F, and e) Defrost is considered inoperative.	
-40-03	Defrost	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 32 degrees F.	
		D	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 59 degrees F.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	S-Tec 55X Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Yaw Damper master switch AUTO function is not used.	
-10-02 ***	S-Tec 55X Yaw Damper	C	1	0	(M).	
-10-03	GFC 700 Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Flap Compensation Trim (FCT) is operable (FLAP TRIM FAIL annunciation not shown).	
-10-04	Autopilot/Trim Interrupt Function	C	2	1	One may be inoperative provided disconnect button is operative on flying pilot side.	
-10-05	Go-Around Button	C	-	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually.	
-10-06	LVL Button (Autopilot Level Mode)	C	-	0		
-10-07	Control Wheel Steering (CWS)	C	-	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Communications System (VHF)	C	2	1	(M) One may be inoperative provided it is not required by 14 CFR.	
-15-01 ***	Satellite Phone	D	-	0		
-15-02 ***	Satellite Tracking	D	-	0		
-40-01	Right Audio Panel	C	1	0	(M) May be inoperative for operations not requiring a second in command.	
-50-01	Cockpit Speaker	C	2	0	May be inoperative provided an operative headset is available to each flightcrew member.	
-50-02	Push-to-Talk Switch	C	2	0	May be inoperative provided: a) Hand microphone is operative, and b) Push-to-talk switch is not failed in the transmit position.	
-50-03	Hand Microphone	C	1	0	May be inoperative or missing provided an operational headset with microphone is available and used.	
-50-04	Headset Audio Function	C	2	0	May be inoperative provided both cockpit speakers are operative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wick					
-01	Left Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-02	Right Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-03	Left Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-04	Right Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-05	Rudder	C	4	3	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	40-Amp Alternator	B	1	0	(M) May be inoperative provided: a) Aircraft is operated VFR only, and b) 300-amp generator is operative.	
-32-01	Standby Attitude Indicator Battery	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS and ADCs are operating normally, and c) The generator and alternator are operative.	
-37-01	Alternator Fail Annunciation	C	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The alternator amps indication is operative, and c) Both voltage indications are operative.	
-37-02	Generator Fail Annunciation	B	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The generator amps indication is operative, and c) Both voltage indications are operative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Crew Seat Vertical Adjustment	C	-	0	(M) May be inoperative provided: a) Affected seat has failed in an immovable position which permits normal pilot field of view, b) Full flight control movement is available, and c) The crewmember can operate all necessary controls and equipment.	
		D	-	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.	
-10-02	Crew Seat Fore and Aft Adjustment	C	-	0	(M) May be inoperative provided: a) Affected seat is secured in a latched position that permits normal pilot visibility, b) Full flight control movement is available, and c) The crewmember can reach all necessary controls and equipment.	
		D	-	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.	
-10-03	Copilot Restraint System (Seatbelt and Shoulder Harness)	C	1	0	May be inoperative for single pilot operations provided seat remains unoccupied.	
-10-04	Cockpit Sun Visor System	D	2	0	May be missing or inoperative provided the pilot's field of vision is not obstructed.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Seat	C	-	-	May be inoperative provided: a) Affected seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seatbelt is considered inoperative.	
-20-02 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
-50-01	Cargo Restraint System	C	-	-	May be inoperative or missing provided cargo loading procedures and limits in Section 6 of the AFM/POH are observed.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
-60-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELT	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-03	Remote ELT Switch	C	1	0	(M) May be inoperative.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Portable Fire Extinguisher	D	-	-	(O) Any in excess of those required by 14 CFR may be inoperative or missing provided 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.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Trim Tab Position Indicator (Rudder, Aileron, or Elevator)	C	3	0	(M)(O) May be inoperative provided: a) Tab is checked for full range of operation, b) All Electric trims are verified operative prior to each departure, and c) Tab is positioned to neutral and visually verified prior to each departure.	
-51-01	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Full travel and normal operation of flaps is verified prior to each departure, b) Desired flap setting is visually verified prior to each departure, and c) Flap Compensation Trim (FCT) is operable (FLAP TRIM FAIL annunciation not shown on GFC 700 equipped aircraft).	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Single Point Fueling System	D	1	0		
-41-01	Fuel Quantity Indication (Left and Right)	B	2	1	(O) One may be inoperative provided: a) Fuel flow system is operative, b) Both fuel low annunciation systems are operative, and c) A reliable means is established to determine fuel quantity on board meets regulatory requirements for the intended flight.	
-41-02	Fuel Low Annunciation System (Left and Right)	B	2	1	(O) May be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Fuel flow system is operative.	
-41-03	Fuel Flow Indication	B	1	0	(O) May be inoperative provided: a) Both fuel low annunciations are operative, and b) Both fuel quantity indications are operative.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	TKS Ice Protection System	C	1	0	May be inoperative or components missing provided the aircraft is not operated into known or forecast icing conditions.	
-30-01	Pitot/Static Heat System	A	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Repairs are made within 3 flight days, and d) Aircraft is not operated in known or forecast icing conditions.	
		A	2	1	One may be inoperative provided: a) Repairs are made within 3 flight days, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated at temperatures above 39 degrees F/4 degrees C, and e) Aircraft is not operated in known or forecast icing conditions.	
-30-02 ***	Stall Warning Heat	C	1	0	(M) May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Angle of Attack Indicator	D	-	0		
-20-01	Hour Meter	C	2	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-20-02	Cycle Counter	D	-	0		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Parking Brake	C	1	0	(O).	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit Lighting System	D	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	
-20-01	Cabin Interior Lighting System	D	-	0	May be inoperative provided flight is not conducted at night.	
		D	-	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, b) Sufficient lighting is operative for the crew to perform required duties, and c) Cabin light by the cargo door is operative.	
-20-02	Fasten Seat Belt and No Smoking Sign	D	3	0	(O) May be inoperative provided alternate procedures for notifying passengers are established and used.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Exterior Lighting					
-01	Flashing Beacon	C	1	0	May be inoperative provided the Strobe Lights are operative.	
-02	Anti-Collision Light System (Strobe Lights)	B	1	0	May be inoperative provided the Flashing Beacon is operative.	
-03	Landing Light	D	2	0	Both may be inoperative provided aircraft is not operated at night.	
		D	2	1	One may be inoperative for night operations provided both Taxi Lights are operative.	
-04	Navigation Light System	D	1	0	May be inoperative provided aircraft is not operated at night.	
-05	Taxi Light	D	2	0	Both may be inoperative provided aircraft is not operated at night.	
		D	2	0	Both may be inoperative for night operations provided both landing lights are operative.	
-06	Pulse Light Function	D	1	0	May be inoperative provided the lights are operative.	
-07 ***	Wing Ice Light	C	2	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions at night.	
		C	2	1	May be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-17-01	Air Data Computer (ADC)	A	2	1	(M)(O) One may be inoperative provided: a) Repairs are made within 2 flight days, b) Standby airspeed indicator is operative, and c) Standby altimeter is operative.	
-20-01	Attitude Heading Reference System (AHRS)	A	2	1	(M)(O) One may be inoperative provided: a) Repairs are made within 3 flight days, b) Standby attitude indicator is operative, and c) Magnetic compass is operative.	
-23-01	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS heading information sources are operative, and c) Aircraft is operated with dual independent navigation capability.	
-25-01	No. 2 Primary Flight Display (Right Side)	B	1	0	(M) May be inoperative provided: a) Unit is deactivated, and b) Flight does not require a second crewmember.	
-31-01	VHF Navigation System					
-01	VOR	C	2	-	As required by 14 CFR.	
-02	ILS					
-01	Localizer	C	2	-	May be inoperative provided approach or departure procedures do not require its use.	
					NOTE: Associated glide slope must be considered inoperative.	
-02	Glide Slope	C	2	-	May be inoperative provided approach procedures do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Marker Beacon Receiver System	C	2	0	(O) May be inoperative provided approach procedures do not require its use.	
-42-01 ***	Weather Radar	C	-	0	May be inoperative provided not required by 14 CFR.	
-44-01	Terrain Awareness and Warning System (TAWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-44-02	Terrain Awareness and Warning System Inhibit Switch	D	-	0		
-45-01 ***	Traffic Avoidance System (TAS)	D	-	0	(M) May be inoperative provided system is deactivated.	
-45-02 ***	Traffic Information System (TIS)	D	-	0		
-46-01 ***	WX 500 Stormscope	D	-	0	(M) May be inoperative provided system is deactivated.	
-46-02 ***	XM Radio or Weather	D	-	0		
-52-01	ATC Transponder and Automatic Altitude Reporting System	B	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned route of flight.	

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MMEL TABLE KEY

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

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-57-01	GPS Receiver	C	2	-	As required by 14 CFR.	
-61-01	Aviation Database	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> 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.	

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MMEL TABLE KEY

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SEQUENCE
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
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-00-01	Oxygen System	D	1	0	(O) As required by 14 CFR.	
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SYSTEM &
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Cockpit Divider Curtain System	D	1	0	May be missing or inoperative provided Curtain remains secured OPEN.	
-10-01	Crew Door Seal System	C	-	0	May be inoperative provided Door operation is not affected.	
-70-01	Cargo/Aft Passenger Door Warning System	B	1	0	(M)(O) May be inoperative provided: a) Door warning system is deactivated, b) A crewmember confirms by visual inspection that the Cargo Doors are latched and secured in the closed position and that the doors are not reopened again prior to departure, and c) The fasten seat belt signs remain on or the passengers are briefed prior to departure to remain seated with their seat belts fastened.	

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

71. POWERPLANT

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Inertial Separator System	C	1	0	(M)(O) May be inoperative provided: a) Separator doors remain in the BYPASS position, and b) Aircraft is operated in accordance with performance section of POH/AFM.	
-60-02	Inertial Separator Actuator	C	-	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
		C	2	0	May be inoperative provided: a) Inlet is placed in the BYPASS position prior to takeoff, b) Inlet remains in the BYPASS position for the entire flight, and c) Aircraft is operated in accordance with the performance section of the POH/AFM.	