

Beechcraft



Hawker

TEXTRON AVIATION

Textron Aviation



European Aviation Safety Agency

Master Minimum Equipment List (MMEL)

Revision: 01
Date: 08/19/2014

Cessna 525
CE/525
(CitationJet, CJ1, CJ1+, M2)

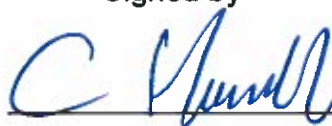
European Aviation Safety Agency
MASTER MINIMUM EQUIPMENT LIST

CE-525

REVISION: 01

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the hereafter revision under the type certificate (EASA TC EASA.IM.A.078) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014.

Signed by



Colin Hancock
MMEL Section Manager
for and on behalf of EASA



Date: 19 August 2014

Correspondence concerning this document should be addressed to the office listed below:

Cessna Aircraft Company
P.O. Box 7704
Wichita, KS 67277-7704
United States

Attention:
Dept 380
Engineering Flight Test
MMEL Group

European Aviation Safety Agency
Postfach 10 12 53
50452 Köln
Germany

Attention:
EASA MMEL Project Manager
Experts Department
Certification Directorate

EUROPEAN AVIATION SAFETY AGENCY			
MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525	REVISION NO. 01 DATE: 08/19/2014	PAGE NO. I	
TABLE OF CONTENTS / CONTROL PAGE			
SYSTEM	PAGES	REVISION	DATE
-- Cover Page	-	01	08/19/2014
-- Signature Page	-	01	08/19/2014
-- Table of Contents / Control Page	I	01	08/19/2014
-- Highlights of Change	II	01	08/19/2014
-- Definitions	III thru VII	01	08/19/2014
-- Preamble	VIII thru IX	01	08/19/2014
-- Guidelines for (M) & (O)	X	01	08/19/2014
Procedures			
21 ENVIRONMENTAL CONTROL	21-1 thru 21-10	01	08/19/2014
22 AUTO FLIGHT	22-1 thru 22-7	01	08/19/2014
23 COMMUNICATIONS	23-1 thru 23-8	01	08/19/2014
24 ELECTRICAL POWER	24-1	01	08/19/2014
25 EQUIPMENT/FURNISHINGS	25-1 thru 25-10	01	08/19/2014
26 FIRE PROTECTION	26-1	01	08/19/2014
27 FLIGHT CONTROLS	27-1	01	08/19/2014
28 FUEL	28-1 thru 28-3	01	08/19/2014
30 ICE AND RAIN PROTECTION	30-1 thru 30-3	01	08/19/2014
31 INDICATING / RECORDING	31-1 thru 31-4	01	08/19/2014
SYSTEMS			
32 LANDING GEAR	32-1	01	08/19/2014
33 LIGHTS	33-1 thru 33-4	01	08/19/2014
34 NAVIGATION	34-1 thru 34-15	01	08/19/2014
35 OXYGEN	35-1 thru 35-2	01	08/19/2014
38 WATER/WASTE	38-1	01	08/19/2014
45 CENTRAL MAINT. SYSTEM	45-1	01	08/19/2014
46 INFORMATION SYSTEMS	46-1	01	08/19/2014
52 DOORS	52-1 thru 52-3	01	08/19/2014
73 ENGINE FUEL AND CONTROL	73-1	01	08/19/2014
76 ENGINE CONTROLS	76-1	01	08/19/2014
78 ENGINE EXHAUST	78-1	01	08/19/2014

EUROPEAN AVIATION SAFETY AGENCY		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014	PAGE NO. II
HIGHLIGHTS OF CHANGE			
NOTE	This revision is a reissuance of the CE-525 MMEL. All relief should be considered changed. This revision is based on the FAA MMEL CE-525 Rev 3A, dated 07 April 2014 with changes appropriate to EASA regulatory policy and the revisions listed below. This revision incorporates a new numbering system. Items may not be listed in consecutive order. This is by intention.		
ATA 21			
-30-02-00A	(Units -0800 and on) Revised Remarks and Exceptions.		
-30-02-00B	(Units -0800 and on) Revised Remarks and Exceptions.		
ATA 30			
-10-02	Revised Remarks and Exceptions.		
-10-04	Added separate relief for Units -0800 and on.		
-40-01	Removed serialization.		
-40-02	Deleted Windshield Electric Anti-Ice System. Not installed on M2.		
-40-02	Removed serialization.		
-40-03	Removed serialization.		
-70-01	Consolidated drain heaters. Revised relief.		
ATA 31			
-50-01	Revised serialization.		
-50-01-07	(Units -0001 thru -0558) Revised Remarks and Exceptions.		
-50-01-07	(Units -0600 thru -0701) Revised serialization.		
-50-01-14	Revised serialization.		
ATA 32			
-41-01	Added NOTE.		
ATA 33			
-40-10	Revised Remarks and Exceptions.		
ATA 38			
-30-01	Revised Item and Remarks and Exceptions.		
ATA 78			
-30-02	Added NOTE.		

EUROPEAN AVIATION SAFETY AGENCY		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014	PAGE NO. III
DEFINITIONS			
1.	‘Airplane/Rotorcraft Flight Manual’ (AFM/RFM) means the document required for type certification and approved by the Agency. The AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.		
2.	‘Alternate procedures are established and used’ or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.		
3.	‘Any in excess of those required by regulations’ means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatch restrictions need to be clarified at the operator’s MEL level.		
4.	‘As required by (operational) regulations’ means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (e.g. regulation Air Operations, Single European Sky legislation or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.		
5.	‘Calendar Day’ means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.		
6.	‘Combustible Material’ means the material which is capable of catching fire and burning. In particular: if a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following: 1) Cargo handling equipment (unloaded, empty or with ballast); 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); Note: If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability; and 3) Inflight service material (return catering — only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).		
7.	‘Commencement of flight’ is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.		
8.	‘Considered Inoperative’ as used in the dispatch conditions, means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall not be		

EUROPEAN AVIATION SAFETY AGENCY		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014	PAGE NO. IV
DEFINITIONS			
used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the rectification interval.			
9.	‘Daylight’ means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.		
10.	‘Day of discovery’ means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.		
11.	‘Flight’ for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.		
12.	‘Flight Day’ , a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft. ‘ETOPS’ or ‘ER operations’ refers to extended range operations of a two engine airplane as defined by Part-SPA.		
13.	‘Icing Conditions’ means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM/RFM.		
14.	‘If installed’ means that the item is either optional or is not required to be installed on all aircraft covered by the MMEL.		
15.	‘Inoperative’ means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.		
16.	‘Is not used’ in the provisions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL ‘is not used’. In such cases, crew members should not activate, actuate, or otherwise utilise that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.		
17.	‘Intended flight route’ corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.		
18.	‘Item’ means component, instrument, equipment, system or function.		
19.	‘(M)’ indicates a requirement for a specific maintenance procedure which must be		

EUROPEAN AVIATION SAFETY AGENCY			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: CESSNA 525	REVISION NO. 01 DATE: 08/19/2014	PAGE NO. V	
DEFINITIONS			
accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator's Manual or MEL.			
20.	'Master Minimum Equipment List' means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.		
21.	'Maximum distance from an adequate aerodrome for two-engine aeroplanes' as defined in SPA.ETOPS and CAT.OP.AH.140.		
22.	'Minimum Equipment List' means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorises an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.		
23.	'Night' means the period between the end of evening civil twilight and the beginning of morning civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority. Opposite of 'Daylight'.		
24.	'Notes' provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.		
25.	'Number Installed' is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a '-' is then inserted. Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.		
26.	'Number required for dispatch' is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a '-' is then inserted. Note: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as far as practical, or an alternate means of configuration control approved by the competent authority.		
27.	'-' in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not		

EUROPEAN AVIATION SAFETY AGENCY		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014	PAGE NO. VI
DEFINITIONS			
applicable. Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.			
28. ‘(O)’ indicates a requirement for a specific operational procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator’s manual or MEL. Note: The (M) and (O) symbols are required in the operator’s MEL.			
29. ‘Operating minima’ means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).			
30. ‘Placarding’ Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item’s condition. Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.			
31. ‘Rectification intervals’ Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:			
<u>Category A</u>			
No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the MMEL.			
(i) Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.			
(ii) Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator’s approved MEL.			
<u>Category B</u>			
Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.			
<u>Category C</u>			
Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.			

AIRCRAFT:
CESSNA 525REVISION NO. 01
DATE: 08/19/2014PAGE NO.
VII

DEFINITIONS

Category D

Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

32. **‘Remarks or Exceptions’** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.
33. **‘Required Cabin Crew Seat’** is a seat in the aircraft cabin which meets the following conditions:
- 1) Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual;
 - 2) This seat is a part of the station to which a qualified cabin crew member is assigned for the flight; and
 - 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.
34. **‘Visible Moisture’** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.

AIRCRAFT:
CESSNA 525

REVISION NO. 01
DATE: 08/19/2014

PAGE NO.
VIII

PREAMBLE

Introduction

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the applicant and holders of (Supplemental) Type Certificate and approved by the European Aviation Safety Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness, air operations, airspace requirements and other items the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

Utilisation

The MMEL is the basis for the development of individual operator's MEL which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.

The MEL cannot deviate from Airworthiness Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing

EUROPEAN AVIATION SAFETY AGENCY		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525	REVISION NO. 01 DATE: 08/19/2014	PAGE NO. IX	
PREAMBLE			
airworthiness record system or the operator’s technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items inoperative. Prior to operation with any item inoperative acceptance by the crew is required in accordance with the continuing airworthiness management procedures. Operators shall establish a controlled and sound rectification programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off. When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required. <u>Multiple inoperative items</u> Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload shall be considered. <u>Rectification interval extension</u> The operator may be permitted, by its competent authority, to extend the rectification intervals of the MEL. This MMEL has been evaluated taking into account a one-time extension of the rectification intervals of category B, C and D.			

EUROPEAN AVIATION SAFETY AGENCY			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. X	
GUIDELINES FOR (M) & (O) PROCEDURES					

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

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 525 Master Minimum Equipment List (P/N 525COMPEU-01-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525			REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-1		
SYSTEM, SEQUENCE NUMBERS & ITEM			1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS				
21	ENVIRONMENTAL CONTROL						
-20-01	Cabin Overhead Air Outlet		C	-	0	One may be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations. One may be inoperative. NOTE: Radio service life may be extended by selecting unused radios OFF. (M) May be inoperative provided both cooling fans are verified operative.	
-20-02	Cockpit Overhead Air Outlet		C	2	0		
-21-06	Glareshield Fan (Units -0001 thru -0359 excluding G1000-equipped aircraft)		C	-	1		
-21-06	Glareshield Fan (Units -0001 thru -0359 G1000-equipped aircraft)		C	2	1		
-21-06	Glareshield Fan (Units -0360 thru -0701)		C	2	1		
-21-07	Instrument Panel Cooling Fan (CNI-5000 communications rack) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0558)		B	2	0		
-01	FAN 1 Amber Light		C	1	0		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-2			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
21	ENVIRONMENTAL CONTROL						
-21-08	Nose Avionics Cooling Fan						
-01	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM NOSE AVIONICS COOLING FAN abnormal procedure.		
-01	Radome Bulkhead (RH FS 43) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.		
-01	Radome Bulkhead (LH FS 43) (Units -0360 and on)	C	1	0	May be inoperative provided ground operations with avionics ON are limited to 30 minutes.		
-02	Vaneaxial Snorkel (MN001) (Units -0001 thru -0359)	C	1	0			
-21-10	Ported Cooling Fan						
-01	Radio (KA 33 Panel Fan) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.		
-02	Integrated Avionics Unit (GIA FAN 1/2) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	1	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.		
-21-11	Display Fan (Units -0001 thru -0359 G1000-equipped aircraft)	C	3	0	May be inoperative provided aircraft is operated in accordance with G1000 AFM supplement temperature limitations.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	ENVIRONMENTAL CONTROL				
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-30-02	Cabin Pressurization System				
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by operating rule. NOTE: CAB ALT 10,000 FT red annunciator may illuminate at 10,000 feet cabin altitude.
-00A	(Unpressurized with cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by operating rule. NOTE: CABIN ALT red annunciator may illuminate at 10,000 feet cabin altitude. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	ENVIRONMENTAL CONTROL				
-30-02	Cabin Pressurization System (Continued)				
-00A	(Unpressurized with cabin occupants) (Units -0800 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to STBY, b) CABIN DUMP is selected ON, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by operating rule. NOTE: PRESSURIZATION CTRL amber message may appear. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,500 feet cabin altitude.
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0558)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is used as required by operating rule. NOTE: CAB ALT 10,000 FT red annunciator may illuminate at 10,000 feet cabin altitude. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	ENVIRONMENTAL CONTROL				
-30-02	Cabin Pressurization System (Continued)				
-00B	(Unpressurized without cabin occupants) (Units -0600 thru -0701)	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is used as required by operating rule. NOTE: CABIN ALT red annunciator may illuminate at 10,000 feet cabin altitude.
-00B	(Unpressurized without cabin occupants) (Units -0800 and on)	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION is selected to STBY, b) CABIN DUMP is selected ON, c) OXYGEN CONTROL VALVE is selected to CREW ONLY, d) No cabin occupants are carried, e) Aircraft is operated at FL250 or below, and f) Flight crew oxygen system is used as required by operating rule. NOTE: PRESSURIZATION CTRL amber message may appear. CABIN ALTITUDE red message may appear and CABIN ALTITUDE aural warning may sound at 9,500 feet cabin altitude.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-6			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
21	ENVIRONMENTAL CONTROL						
-30-03	Emergency Pressurization System (Failed closed)	C	1	0	(O) May be inoperative provided: a) Emergency pressurization valve is verified closed, and b) Aircraft is operated at FL250 or below.		
-31-02	Cabin Pressurization System Mode						
-01	Automatic Schedule Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Cabin differential pressure gauge / indication is operative, c) Cabin altitude gauge / indication is operative, and d) Cabin vertical speed gauge / indication is operative.		
-01	Automatic Schedule Mode (NORM) (Units -0800 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		
-03	Isobaric Mode (Units -0001 thru -0701)	C	1	0	May be inoperative provided automatic schedule mode is operative.		
-04	Any Mode (Excluding manual) (Units -0001 thru -0701)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		
-04	Any Mode (Excluding manual) (Units -0800 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-7			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
21	ENVIRONMENTAL CONTROL						
-32-01	Cabin Altitude Gauge/Indication						
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.		
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		
-01	Gauge Lighting (Units -0001 thru -0701)	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read gauge.		
-32-02	Cabin Differential Pressure Gauge/Indication						
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.		
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-8	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	ENVIRONMENTAL CONTROL				
-32-03	Cabin Vertical Speed Gauge/Indication				
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-02	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) Cabin and cockpit temperature control systems are operative, c) All glareshield fans are operative, and d) Aircraft is operated in accordance with AFM temperature limitations.
-01 ***	Compressor Hour Meter	C	1	0	(O) May be inoperative provided compressor hours are tracked by alternate means.
-02	Compressor Light (COMPRESSOR ON) (Units -0001 thru -0701)	C	1	0	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-9	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	ENVIRONMENTAL CONTROL				
-50-03	Evaporator Fan				
-05	Forward (FWD) (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 and on)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, b) Forward evaporator fan is deactivated, c) DEFOG FAN is selected OFF, d) Windshield anti-ice system is operative, and e) Crew has a means to clear the windshield of moisture.
-05	Forward (FWD) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, b) Forward evaporator fan is deactivated, c) DEFOG FAN is selected OFF, d) Windshield anti-ice system is operative, e) Crew has a means to clear the windshield of moisture, and f) Aircraft is operated in accordance with G1000 AFM supplement temperature limitations with air conditioning off.
-06	Aft (AFT)	C	1	0	(M) May be inoperative provided: a) Forward evaporator fan is operative, b) Aft evaporator fan is deactivated, and c) Cockpit and cabin temperature control system manual mode is operative and used.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 21-10			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
21	ENVIRONMENTAL CONTROL						
-60-01	Cockpit and Cabin Temperature Control System	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).		
-01	Automatic Mode	C	1	0	May be inoperative provided temperature control system manual mode is operative and used.		
-02	Manual Mode	C	1	0	May be inoperative provided temperature control system automatic mode is operative and used.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected) (Units -0001 thru -0359 excluding G1000-equipped aircraft)				
-10-01	Autopilot Disconnect Button (AP YD DISC/TRIM INT) (Failed deselected) (Units -0001 thru -0359 G1000-equipped aircraft)				
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed deselected) (Units -0360 thru -0701)				
-10-01	Autopilot Disconnect Button (AP DISC) (Failed deselected) (Units -0800 and on)				
-00A	Left Control Wheel	B	1	0	May be inoperative provided: a) Right control wheel button is operative, b) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
-00B	Right Control Wheel	C	1	0	May be inoperative for single-pilot operations. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-10-01	Autopilot Disconnect Button (Failed deselected) (Continued)				
-00C	(All buttons failed)	B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative (Refer to item 22-10-03), and b) Electric elevator trim is considered inoperative (Refer to item 27-31-01).
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P CWS) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -0360 thru -0558)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P SYNC) (Units -0600 thru -0701)	C	2	0	
-10-02	Autopilot Interrupt/Flight Director Sync Button (CWS) (Units -0800 and on)	C	2	0	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT					
-10-03	Autopilot System	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, d) Aircraft is not operated RVSM, e) Aircraft is not operated single-pilot, and f) Yaw damper is considered inoperative (Refer to item 22-10-05).
-10-04	Takeoff/Go-Around Button (GA)	C	1	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot flying side. NOTE: FMS missed approach procedure must be manually advanced.
-10-05	Yaw Damper (Units -0001 thru -0701)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).
-10-05	Yaw Damper (Units -0800 and on)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, b) Autopilot system is considered inoperative (Refer to item 22-10-03), and c) Aircraft is operated at FL280 or below.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-4			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
22	AUTO FLIGHT						
-13-03	Flight Guidance Controller Annunciator (GMC 710) (Failed to illuminate) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)						
-01	Altitude (ALT button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-03	Approach (APR button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-04	Autopilot (AP button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.		
-05	Back Course (BC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-07	Coupled Side (XFR Button - left or right arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.		
-09	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-10	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.		
(Continued)							

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-5			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
22	AUTO FLIGHT						
-13-03	Flight Guidance Controller Annunciator (Continued)						
-11	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-12	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-13	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.		
-15	Yaw Damper (YD button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.		
-13-04	Flight Guidance Controller Function Control (GMC 710) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)						
-02	Approach (APR button)	B	1	0	May be inoperative provided procedures do not require its use.		
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative (Refer to item 22-10-03).		
(Continued)							

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTO FLIGHT				
-13-04	Flight Guidance Controller Function Control (Continued)				
-04	Back Course (BC button)	C	1	0	May be inoperative provided procedures do not require its use.
-05	IAS/Mach Change-over (SPD Button)	D	1	0	
-06	Coupled Side (XFR button)	C	1	0	May be inoperative provided arrow points to pilot-flying side.
-07	Course (CRS1 or CRS2 knob)	B	2	1	One may be inoperative provided procedures do not require its use.
-08	Course Direct (CRS1 or CRS2 PUSH DIR)	C	2	0	
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.
-11	Half Bank (BANK Button)	C	1	0	
-13	Heading Sync (HDG PUSH SYNC)	C	1	0	
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.
-16	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided procedures do not require its use.
-17	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 22-7		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
22	AUTO FLIGHT					
-13-04	Flight Guidance Controller Function Control (Continued)					
-18	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-00-01 ***	Flight Phone / SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.
-02	Cabin Handset	D	-	0	
-10-01 ***	High Frequency (HF) Communication System				
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by operating rule may be inoperative.
-00B	(Dual LRCS required)	C	-	1	(O) Any in excess of one may be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If SATCOM voice is to be used over intended route of flight, SATCOM voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM voice is to be used only as a backup to normal HF communications. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-10-01	High Frequency (HF) Communication System (Continued)				
-00C		A	-	1	(O) Any in excess of one may be inoperative provided: a) Alternate communication procedures are established and used, and b) Repairs are made within three calendar days.
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative (Refer to item 23-10-01).
-12-01	Very High Frequency (VHF) Communication System				
-00A	(Operator other than a holder of an air carrier, or commercial operator certificate)	D	-	-	Any in excess of those required by operating rule may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-3			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
23	COMMUNICATIONS						
-12-01	Very High Frequency (VHF) Communication System (Continued)						
-00B	(Holder of an air carrier, or commercial operator certificate)	C	-	1	(O) May be inoperative provided: a) Affected system is not on an emergency bus, b) Operations are conducted under VFR over routes navigated by reference to visual landmarks, c) Applicable airspace requirements for the intended flight route are complied with, and d) Alternate procedures are established and used, if applicable.		
-01 ***	VHF Datalink (VDL) (Units -0800 and on)	D	-	0	May be inoperative provided procedures do not require its use.		
-20-01 ***	Satellite Datalink Service						
-01	Radio	D	-	0			
-02A	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.		
-02B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
-03	Internet	D	-	0			
-20-02	Ground Avionics/Diagnostics Wi-Fi System (Units -0800 and on)	D	1	0			

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-20-03 ***	Selective Call (SELCAL) (System or individual channel)				
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(SELCAL required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-04 ***	SMS Text Message System (Units -0800 and on)	D	1	0	
-40-01 ***	Automatic Cabin Briefer	D	1	0	
-40-03	Passenger Address (PA) System	D	1	0	May be inoperative provided procedures do not require its use.
-40-04	Passenger Seat Belt / Safety Chime	C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.
-50-01	Audio Panel (Units -0001 thru -0701)	C	2	1	Right side panel may be inoperative provided aircraft is operated single-pilot.
-02	Audio Selector / Volume Control (COM 1, COM 2, COM3, NAV 1, NAV 2, ADF 1, ADF 2, DME, MKR Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or operating rule.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-50-01	Audio Panel (Continued)				
-03	Marker Beacon Mute (MKR/MUTE Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	
-04	Intercom (INTR COM Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	May be inoperative provided aircraft is operated single-pilot.
-05	Cabin Communication (CABIN Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	
-06	Clearance Playback (PLAY Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	
-07	Marker Beacon High Sensitivity (HI SENS Button) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	D	1	0	May be inoperative provided approach procedures do not require its use.
					(Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-50-01	Audio Panel (Continued)				
-08	Microphone Selector Annunciator (COM1 MIC, COM2 MIC Annunciator) (Per side) (Units -0001 thru -0359 G1000-equipped aircraft)	C	2	0	May be inoperative provided crew refers to PFD frequency box for active transmit frequency (shown in green).
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of one headset (including boom microphone) for each required crew member on flight crew compartment duty may be inoperative or missing.
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-04	Powered Headset System (Units -0800 and on)	D	-	0	May be inoperative provided non- powered headset jack is operative or headset is not used.
-50-06	Cockpit Headset Audio System				
-00A		C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are operative and used, b) Headset audio system is not required by operating rule or procedures, and c) Aircraft is not operated single- pilot.
-00B		C	2	1	One may be inoperative provided left side is operative for single-pilot operations.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-7			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
23	COMMUNICATIONS						
-50-07	Push-to-talk (PTT) Switch (Failed deselected)						
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.		
-01A	Right Yoke Switch	B	1	0	May be inoperative provided aircraft is operated single-pilot.		
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.		
-01	Aileron (Each side)	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.		
-02	Wing Tip Assembly (Each side) (Units -0001 thru -0701)	-	1	1	NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.		
-05	Elevator (Each side)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.		
-08	Rudder	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.		
-09	Stinger	-	1	1			

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 23-8	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-70-01	Cockpit Voice Recorder (CVR)				
-00A		A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within 72 hours since CVR was found to be inoperative or eight flights, whichever occurs first.
-00C ***		C	1	0	May be inoperative provided recorder is not required by operating rule.
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by operating rule.
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within three flight days.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 24-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
24	ELECTRICAL POWER				
-22-01	AC Inverter (Units -0001 thru -0099 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) AC INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.
-22-01	AC Inverter (Units -0100 thru -0359 excluding G1000-equipped aircraft)	B	2	1	One may be inoperative provided: a) INV is selected to operative inverter, b) Aircraft is not operated at night, and c) Aircraft is not operated IFR.
-31-02 ***	Battery Temperature Indicator	C	1	0	
-40-01	External Power System	D	1	0	
-50-01 ***	AC Cockpit Outlet				
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-60-01 ***	DC Cockpit Outlet				
-00A	(Outlet not required)	D	-	0	May be inoperative provided procedures do not require its use.
-00B	(Outlet required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-60-02 ***	Ground Dispatch Power System	C	1	0	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.
-10-01	Cockpit Assist Handle	D	1	0	
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be inoperative or missing provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.
-10-05	Flight Crew Seat (Per seat)				
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	2	0	(M) May be inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	B	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-10-05	Flight Crew Seat (Per seat) (Continued)				
-06	Vertical Adjustment	B	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-07	Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.
-08	Copilot Floor Tracking	C	1	0	May be inoperative provided seat remains unoccupied.
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.
-10-09 ***	Yoke-mounted Chart Holder	D	-	0	
-01 ***	Light	D	-	0	
-20-01 ***	Cabin Ashtray (Excluding lavatory door)	A	-	1	May be inoperative or missing provided ashtray is replaced within three calendar days.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-3			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
25	EQUIPMENT / FURNISHINGS						
-20-02 ***	Belted Lavatory Seat (Excludes lavatory waste system)						
-01	Seat Belt / Shoulder Harness	D	1	0	May be inoperative provided lavatory seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".		
-02 ***	Seat Belt / Shoulder Harness Keeper	D	1	0			
-20-05	Passenger Convenience Items	D	-	0			
					Passenger convenience itesm, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the operator's appropriate document.		
					NOTE: Lavatory door ashtray is not considered a passenger convenience item.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-01A	Armrest (With seat controls)	D	-	0	May be missing, damaged or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any cabin occupant from access to aisle, and c) If armrest is missing, affected seat controls are considered inoperative (Refer to item 25-20- 06-02).
-01B	Armrest (Without seat controls)	D	-	0	(M) May be missing, damaged or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to aisle. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing, folding seats and couches) (Per seat) (Continued)				
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff and landing position.
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	C	-	0	May be inoperative with seat occupied provided control is failed in taxi, takeoff and landing position.
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (Refer to item 25-20-06).
-03	Seat Belt / Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-6			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
25	EQUIPMENT / FURNISHINGS						
-30-01 ***	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.		
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by other means or not carried.		
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.		
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-7	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment				
-00A		C	-	0	(M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".
-00B		C	-	0	(M) (O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE". NOTE: Any permanently affixed emergency equipment located in affected compartment is available for use. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-8			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
25	EQUIPMENT / FURNISHINGS						
-50-02	Cabin Storage Compartment (Continued)						
-01	Shelving	D	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.		
-02 ***	Key Lock	D	-	0	May be inoperative in unlocked position.		
-60-03	Emergency Medical Equipment						
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0			
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0			
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 25-9	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by operating rule may be missing, or inoperative provided: a) Inoperative preserver is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Location placarding is removed or obscured.
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type	D	-	-	Any in excess of those required by operating rule may be missing, or inoperative provided: a) Inoperative ELT is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Location placarding is removed or obscured.
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within six flights or 25 flight hours, whichever occurs first..
-02B	Fixed, Automatic	D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated or removed.

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014			PAGE NO. 25-10	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT / FURNISHINGS					
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by operating rule may be missing, or inoperative provided affected raft is placarded “INOPERATIVE” or removed.	

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 26-1		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
26	FIRE PROTECTION					
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by operating rule may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 27-1			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
27	FLIGHT CONTROLS						
-20-01	Rudder Pedal Adjustment System	B	4	2	(M) (O) Two may be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.		
-31-01	Electric Elevator Trim	B	1	0	(M) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).		
-70-02	Control / Gust Lock System (Failed unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 28-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
28	FUEL				
-10-01	Over-wing Refueling Cap Lock (Failed unlocked)	D	-	0	
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both fuel quantity indicating systems are operative, and c) Repairs are made within three flight days.
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0001 thru -0359)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required, and g) Repairs are made within three flight cycles.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 28-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
28	FUEL				
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0360 thru -0701)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and aileron mistrim PFD indication, and g) Repairs are made within three flight cycles.

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 28-3		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
28	FUEL					
-41-02	Fuel Quantity Indicating System (Wing tank) (Units -0800 and on)	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required and RETRIM L-R WING DOWN amber message, and g) Repairs are made within three flight cycles.	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 30-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-10-02	Stabilizer Pneumatic Boot De-Ice System (Failure to inflate) (Horizontal) (Automatic or manual mode failed)	B	1	0	(O) May be inoperative provided: a) All de-ice boots are verified to be deflated and held down when service air system is active, b) TAIL switch is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System (Units -0001 thru -0701)	B	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING/ENG ANTI-ICE switches are selected OFF or ENG ON, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System (Units -0800 and on)	C	2	0	(M) May be inoperative provided: a) Both wing valves are secured for no flow, b) Both WING/ENG ICE PROTECTION switches are selected OFF or ENG ONLY, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System (Without flow)	A	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Both WING/ENG switches are selected OFF, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Repairs are made within three flight days.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 30-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-30-03	Pitot Tube Heater (Copilot) (Units -0001 thru -0359)	B	1	0	May be inoperative provided: a) Pitot heater is not required by operating rule, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-03	Pitot Tube Heater (Pilot) (Units -0360 and on)	B	1	0	May be inoperative provided: a) Pitot heater is not required by operating rule, b) Aircraft is not operated at night, c) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04	Static Port Heater (Copilot) (Units -0001 thru -0359)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.
-30-04	Static Port Heater (Pilot) (Units -0360 and on)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 30-3			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
30	ICE AND RAIN PROTECTION						
-40-01	Rain Removal System (Doors)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff, intended landing or any alternates required by operating rule.		
-40-02	Windshield Bleed Air Anti-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is secured for no flow, b) Emergency pressurization system is considered inoperative (Refer to item 21-30-03), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.		
-40-03	Windshield Alcohol De-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield de-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.		
-70-01	Drain Heater (Evaporator fans, refreshment center, and / or toilet relief tube)	C	-	0	(M) May be inoperative provided: a) Drain heaters are deactivated, b) Lavatory waste system is considered inoperative (Refer to item 38-30-03), and c) Evaporator fans, refreshment center, and toilet relief tube overboard drains are considered inoperative (Refer to item 38-30-04).		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 31-1			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
31	INDICATING / RECORDING SYSTEMS						
-20-02	Clock	D	-	-	Any in excess of those required by operating rule may be inoperative.		
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.		
-30-03 ***	Flight Data Recorder						
-00A		D	1	0	May be inoperative provided recorder is not required by operating rule.		
-00C		A	1	0	May be inoperative provided: a) Any Cockpit Voice Recorder (CVR) required to be installed is operative, and b) Repairs are made within eight flights or 72 hours, whichever occurs first.		
-01A	Flight Data Recorder (FDR) Parameters required by operating rule	A	-	-	Up to five (5) percent of required parameters may be inoperative provided repairs are made within 90 calendar days or prior to completion of next scheduled inspection / check, whichever occurs first.		
-01B	Flight Data Recorder (FDR) Parameters not required by operating rule	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection / check of FDR.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 31-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INDICATING / RECORDING SYSTEMS				
-30-04 ***	Quick Access Recorder (QAR)				
-00A		D	1	0	May be inoperative provided recorder is not required by operating rule.
-00B		C	1	0	(O) May be inoperative when used for Flight Data Monitoring (FDM) purposes, provided approved alternate procedures, if appropriate to other programmes using associated data, are established and used.
-40-02 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.
-50-01	Annunciator (Failed to illuminate) (Units -0001 thru -0701)				
-01	AC Power Fail (AC FAIL) (Units -0100 thru -0359 G1000-equipped aircraft)	D	1	0	
-03	Aft Baggage Door (BAGGAGE DOOR - AFT) (Units -0600 and on)	C	1	0	May be inoperative provided aft baggage door warning system is considered inoperative (Refer to item 52-70-01-01).
-07	Cabin Door (DOOR NOT LOCKED) (Units -0001 thru -0558)	B	1	0	May be inoperative provided main cabin and aft baggage door warning systems are considered inoperative (Refer to items 52-70-01-01 and 52-70-01-07).
-07	Cabin Door (CABIN DOOR) (Units -0600 thru -0701)	B	1	0	May be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01-07).
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 31-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INDICATING / RECORDING SYSTEMS				
-50-01	Annunciator (Failed to illuminate) (Continued)				May be inoperative provided forward baggage door warning system is considered inoperative (Refer to item 52- 70-01-06).
-09	Display Fan Fail (DISPLAY FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0	
-14	Forward Baggage Door (BAGGAGE DOOR - FWD) (Units -0600 thru -0701)	B	1	0	
-20A	Inverter Fail Caution (Amber INVERTER FAIL - 1 / 2) (Units -0100 thru -0359 G1000-equipped aircraft)	D	3	0	
-20B	Inverter Fail Warning (Red INVERTER FAIL) (Units -0001 thru -0099 G1000-equipped aircraft)	D	1	0	
-23	Nose Avionics Fan Fail (NOSE AVN FAN FAIL) (Units -0032 thru -0359 G1000-equipped aircraft)	D	1	0	
-24	Nose Compartment Overtemp (NOSE COMP O'TEMP) (Units -0001 thru -0031 G1000-equipped aircraft)	D	1	0	
-50-02	Cabin Altitude Warning System (Aural and / or visual warning failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 31-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INDICATING / RECORDING SYSTEMS				
-50-03	Central Warning				
-01	Master Warning Light (Failed to illuminate)	C	2	1	Right side may be inoperative for single-pilot operations.
-02	Master Warning Cancel / Reset Function	C	2	1	Right side may be inoperative for single-pilot operations.
-03	Master Caution Light (Failed to illuminate)	C	2	1	Right side may be inoperative for single-pilot operations.
-04	Master Caution Cancel / Reset Function	C	2	1	Right side may be inoperative for single-pilot operations.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 32-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-41-01	Anti-Skid System (Units -0001 thru -0558)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM DISPATCH WITH ANTISKID SYSTEM INOPERATIVE abnormal procedure, and b) Steep approaches are not conducted. NOTE: If thrust attenuators are also failed, takeoff and landing factors must be multiplied together.
-41-01	Anti-Skid System (Units -0600 and on)	C	1	0	May be inoperative provided: a) Aircraft is operated in accordance with AFM ANTISKID SYSTEM INOPERATIVE DISPATCH abnormal procedure, and b) Steep approaches are not conducted.
-44-01 ***	Tire Pressure Monitoring System (STC ST02272SE)	D	1	0	NOTE: Any individual wheel sensors which are operative may be used.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 33-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)				
-00A	(Day)	C	-	0	May be inoperative provided aircraft is not operated at night.
-00B	(Night)	C	-	-	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-10-04	Standby ALT/AS Placard Lighting (Units -0001 thru -0359 G1000-equipped aircraft)	C	1	0	May be inoperative provided aircraft is not operated at night.
-10-05	Windshield Ice Detection Light				
-00A	(Single light failed)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 33-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-05	Windshield Ice Detection Light (Continued)				
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-00C	(Right side failed)	C	1	0	May be inoperative for single-pilot operations.
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)				
-00A		C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 33-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs) (Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.
-30-01	Aft Baggage Compartment Light	C	1	0	
-30-02	Nose Baggage Compartment Light	C	1	0	
-40-01	Anti-Collision Light System (Wing strobe)	C	1	0	May be inoperative provided system is not required by operating rule.
-40-02	Ground Recognition Light (Beacon)	C	1	0	NOTE: Position / navigation or anti-collision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.
-40-03	Landing Light				
-00A	(Single light failed)	B	2	1	One may be inoperative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-01	Recognition / Taxi Mode	C	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-02 ***	Pulse Light Mode	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided system is not operated at night.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 33-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
-40-10	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by operating rule may be inoperative or missing.
-01 ***	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.
-50-04	Exterior Emergency Light	B	2	0	May be inoperative provided aircraft is not operated at night.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-16-01	Altitude Alerting System	B	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and capture operates normally, and b) Aircraft is not operated RVSM.
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-18-01	Angle of Attack (AOA) System Indicator (Units -0001 thru -0701)	C	1	0	May be inoperative provided stick shaker is verified operative.
-18-02	Angle of Attack (AOA) Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-23-01	Non-stabilized Magnetic Compass (Units -0360 and on)				
-00A	(Day, VMC)	B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-23-01	Non-stabilized Magnetic Compass (Units -0360 and on) (Continued)				
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
-01	Internal Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read compass.
-24-01	Mechanical Slip/Skid Indicator (Units -0001 thru -0359 excluding G1000-equipped aircraft)	B	2	1	Pilot side must be operative for single- pilot operations.
-24-01	Mechanical Slip/Skid Indicator (Copilot's) (Units -0360 thru -0558 single PFD-equipped aircraft)	B	1	0	
-01	Internal Lighting	C	1	0	May be inoperative provided flight crew determines adequate natural or artificial lighting exists to read indicator.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-3			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
34	NAVIGATION						
-25-01 ***	Cursor Control Panel (Units -0360 thru -0701)	C	1	0	May be inoperate provided Class 3 EFB is considered inoperative (Refer to item 46-00-01).		
-03	Memory Buttons (MEM1, MEM2, MEM3)	D	3	0			
-04	CHART Button	C	1	0	NOTE: Electronic charts will not be available, alternate charts must be carried.		
-05	Rotate Button	C	1	0	NOTE: Some electronic charts may not be legible, alternate charts must be carried.		
-06	ZOOM Button	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather zoom function is considered inoperative.		
-07	Joystick	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather pan function is considered inoperative.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-25-05	Display Controller (GCU 275) (Units -0800 and on)	B	1	0	(M) Copilot's side may be failed provided: a) Controller is deactivated, b) Both touchscreen controllers are operative, and c) Barometer synchronization is verified engaged.
-09	Barometer Standard (PUSH STD)	C	1	0	
-11	Range / Pan Control (Knob)	C	1	0	May be inoperative provided touchscreen controller for associated display is operative.
-12	Clear (CLR)	C	1	0	
-13	Enter (ENT)	C	1	0	
-14	Cursor / Select (PFD / PUSH CRSR)	C	3	0	
-15	Direct To (D>)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-16	Flight Plan (FPL)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-17	Radio Control (COM/NAV)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-18	Procedure (PROC)	C	1	0	NOTE: Function may be selected on touchscreen controller.
-19	Barometer Setting (BARO)	B	1	0	May be inoperative provided barometer synchronization is enabled.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-25-07	Touchscreen Controller (Right GTC) (Units -0800 and on)	B	1	0	(M) May be inoperative provided controller is deactivated. NOTE: Any functions or controls that operate normally may be used.
-25-08	MFD Control Unit (GCU 475) (Units -0001 thru -0359 G1000-equipped aircraft)	B	1	0	(O) May be inoperative provided: a) Weather radar is considered inoperative (Refer to item 34-42-01), b) Datalink is considered inoperative (Refer to item 23-20-01), c) Electronic chart is considered inoperative, d) Procedures do not require use of MFD, e) Aircraft is operated in Visual Meteorological Conditions (VMC), f) Aircraft is not operated at night, g) PFD inset maps are used, and h) Alternate procedures are established and used.
-25-10 ***	Synthetic Vision (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	1	0	May be inoperative provided procedures do not require its use.
-31-01	Localizer System	D	-	-	May be inoperative provided: a) Associated glideslope is considered inoperative (Refer to item 34-32-01), and b) Aircraft is not operated under Instrument Flight Rules (IFR).
-32-01	Glideslope System	D	-	-	May be inoperative provided aircraft is not operated under Instrument Flight Rules (IFR).

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-36-01 ***	Reactive Windshear System (Includes TAWS windshear mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-42-01	Weather Radar System	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Aircraft is not operated in Instrument Meteorological Conditions (IMC).
-44-01 ***	Radio Altimeter System (Units -0001 thru -0359)				
-44-01	Radio Altimeter System (Units -0360 and on)				
-00A	(TAWS and TCAS II not required) (Units -0001 -0701)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), and d) TCAS II is considered inoperative (Refer to item 34-45-01).
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-7	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-01	Radio Altimeter System (Continued)				
-00A	(TAWS and TCAS II not required) (Units -0800 and on)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), and d) TCAS II is considered inoperative (Refer to item 34-45-01). NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go- around.
-00B	(TAWS or TCAS II required) (Units -0001 -0701)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within six flights or two calendar days, whichever occurs first. (Continued)

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-8			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
34 NAVIGATION							
-44-01	Radio Altimeter System (Continued)						
-00B	(TAWS or TCAS II required) (Units -0800 and on)	A	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within six flights or two calendar days, whichever occurs first.		
					NOTE: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.		
-44-02 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS) (Units -0001 thru -0701)	C	1	0			
-44-02 ***	Surface Awareness System (SurfaceWatch) (Units -0800 and on)	C	1	0			

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-9	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	May be inoperative provided repairs are made within six flights or two calendar days, whichever occurs first.
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) May be inoperative provided alternate procedures are established and used.
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3)	B	2	0	May be inoperative provided Forward Looking Terrain Avoidance and Premature Descent Alert Functions are operative (Refer to item 33-44-03-01).
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	B	2	0	May be inoperative provided Forward Looking Terrain Avoidance and Premature Descent Alert Functions are operative (Refer to item 33-44-03-01).
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	B	-	0	
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-10	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-44-03	Terrain Awareness and Warning System (TAWS) (Continued)				
-06 ***	Terrain Display (Class B TAWS required)	C	-	0	
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0	
-08	Annunciator / Indication (Class B TAWS required)	C	-	0	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)				
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by operating rule, and c) Enroute or approach procedures do not require its use.
-00B	(TCAS required)	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Enroute or approach procedures do not require its use, and c) Repairs are made within ten calendar days.
-01	Traffic Alert (TA) Display System (TCAS II only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-11	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-45-01	Traffic Alert and Collision Avoidance System (Continued)				
-02A	Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.
-02B	Resolution Advisory (RA) Display System (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flight crew, and c) Enroute or approach procedures do not require its use.
-03	Combined Traffic Alert (TA) and Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative provided: a) Affected system is on pilot not flying side, b) TA and RA visual display is operative on pilot flying side, and c) TA and RA audio function is operative on pilot flying side.
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05	Airspace Selection Function	C	-	0	
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0	
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by operating rule.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-12	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-50-01	Radio Magnetic Indicator (RMI) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	-	0	May be inoperative provided procedures do not require its use.
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by operating rule may be inoperative.
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A	(Individual transponder failed)	D	-	1	May be inoperative provided system is not required by operating rule.
-00B	(All transponders failed)	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS, if installed, is considered inoperative (Refer to item 34-45-01), d) Aircraft is not operated RVSM, and e) Repairs are made within five flights.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by operating rule)	D	-	0	May be inoperative provided operations do not require their use.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-13			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
34	NAVIGATION						
-52-01	ATC Transponder and Automatic Altitude Reporting System (Continued)						
-02	ADS-B Squitter Transmission (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	D	-	0	May be inoperative provided operations do not require its use.		
-54-01	Very High Frequency Omni Range (VOR) System	C	-	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by operating rule.		
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.		
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.		
-60-01	Data Loader (SD card slot) (Units -0001 thru -0359 G1000-equipped aircraft and Units -0800 and on)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-14	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-60-01	Data Loader (Units -0001 thru -0359 excluding G1000-equipped aircraft and Units -0360 thru -0701)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available. May be inoperative provided navigation database, electronic charts, and performance database are loaded by alternate means. (O) May be inoperative provided: a) Conventional (non-RNAV/RNP) navigation is sufficient for route to be flown, b) Current aeronautical information (e.g. Charts) is available for route to be flown and airports to be used, c) Navigation database information is disregarded, and d) Radio navigation aids, which are required to for departure, arrival, and approach procedures, are manually tuned and identified. (Continued)
-60-02	Flight Management System (FMS)	C	-	0	
-60-03 ***	Information Management Server (IMS-3500) (Units -0600 thru -0701)	D	1	0	
-61-01	Navigation Database				
-00A		C	-	0	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 34-15	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-61-01	Navigation Database (Continued)				
-00B		A	-	0	(O) May be out of currency provided: a) Area navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on data amended in current database cycle, or Conventional (non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in current database cycle, b) Current aeronautical information is used to verify database navigation fixes, coordinates, frequencies, status (as applicable), and suitability of navigation facilities required for route to be flown, prior to each flight, and c) Radio navigation aids, which are required for departure, arrival, and approach procedures, which have been amended in current database cycle, are manually tuned and identified.

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 35-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35 OXYGEN					
-00-03 Oxygen System					
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-03	Blowout Disk / Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.
-10-01 Flight Crew Oxygen System					
-01	Copilot Oxygen Mask	C	1	0	May be inoperative provided copilot seat is not occupied.
-20-01 Passenger Oxygen System					
-00A	(With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Portable oxygen system is available, c) Aircraft is able to descend within four minutes to a cabin pressure altitude of 13,000 feet at all points along route to be flown, and d) Aircraft is operated at FL250 or below.
-00B	(Without cabin occupants)	C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, and b) No cabin occupants are carried.
-00C	(Cabin unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 35-2			
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
35 OXYGEN							
-20-01	Passenger Oxygen System (Continued)						
-01	Mask	B	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".		
-02	Drop-out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded "DO NOT OCCUPY".		
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by operating rule may be missing, or inoperative provided: a) Inoperative PBE is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Location placarding is removed or obscured. NOTE: Inoperative PBE may be subject to dangerous goods requirements.		

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 38-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38	WATER / WASTE				
-30-01	Relief Tube (Toilet)	C	1	0	(M) May be inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded "DO NOT USE".
-30-03	Lavatory Waste System	C	1	0	Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE".
-30-04	Overboard Drain (Excluding drain heater)				
-02	Evaporator Fan (Forward or aft)	C	2	0	May be damaged or obstructed provided affected evaporator fan is considered inoperative (Refer to item 21-50-03).
-03	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from refreshment center hot liquid storage and drip pan, b) Refreshment center hot liquid storage and drip pan are placarded "DO NOT USE", and c) Ice drawer drain valve remains closed.
-04	Relief Tube (Toilet)	C	1	0	May be damaged or obstructed provided toilet relief tube is considered inoperative (Refer to item 38-30-01).

EUROPEAN AVIATION SAFETY AGENCY						MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525			REVISION NO. 01 DATE: 08/19/2014			PAGE NO. 45-1	
SYSTEM, SEQUENCE NUMBERS & ITEM			1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS				
45	CENTRAL MAINTENANCE SYSTEM						
-00-01 ***	Aircraft Recording System (ARes)		D	1	0		

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 46-1		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
46	INFORMATION SYSTEMS					
-00-01 ***	Electronic Flight Bag (EFB) System (Includes IFIS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
-01	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.	

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 52-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-10-01	Main Cabin Door				
-01	Key Lock (Failed unlocked)	D	1	0	
-04	Primary Seal (Cabin unpressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-05A	Secondary Seal (Cabin pressurized)	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL250 or below.
-05B	Secondary Seal (Cabin unpressurized)	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-08	Gust Lock	B	1	0	(O) May be inoperative provided a procedure is established and used to prevent unrestricted movement of cabin door.
-20-01	Escape Hatch Lock Pin				Deleted, revision 3A

EUROPEAN AVIATION SAFETY AGENCY				MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 52-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
-30-01 Aft Baggage Door					
-01	Key Lock (Failed unlocked)	D	1	0	May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Aft baggage door warning system may activate.
-40-01 Nose Baggage Door					
-01A	Key Lock (Failed unlocked)	C	2	0	May be inoperative provided door is verified closed and latched prior to each flight. NOTE: Nose baggage door warning system may activate.
-01B	Key Lock (Failed locked)	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to perform required preflight actions through operative door.
-70-01 Door Warning System					
-01	Aft Baggage	C	1	0	May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
-06	Nose Baggage	B	2	0	May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, and b) Aircraft is operated at 200 KIAS or less.
(Continued)					

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 52-3		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
52 DOORS						
-70-01 Door Warning System (Continued)						
-07 Main Cabin		B	1	0	(O) May be inoperative provided: a) Door is verified closed and handle latched, b) All lock flags are visible in sight glass locations, c) Internal door handle is verified correctly stowed, d) Aircraft is operated at 200 KIAS or less, and e) Aircraft is operated at FL250 or below.	

EUROPEAN AVIATION SAFETY AGENCY						MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525			REVISION NO. 01 DATE: 08/19/2014			PAGE NO. 73-1	
SYSTEM, SEQUENCE NUMBERS & ITEM			1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS				
73	ENGINE FUEL AND CONTROL						
-33-01	Fuel Flow Indicating System		A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within three flight days.	

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 76-1		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
76	ENGINE CONTROLS					
-01-01	Engine Synchronizer System (Failed off)	C	1	0		

EUROPEAN AVIATION SAFETY AGENCY					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: CESSNA 525		REVISION NO. 01 DATE: 08/19/2014		PAGE NO. 78-1		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
78	ENGINE EXHAUST					
-30-02	Thrust Attenuator (Units -0001 thru -0558)	C	2	0	(M) May be inoperative provided: a) Both attenuators are deactivated in stowed position, b) Aircraft is operated in accordance with AFM DISPATCH WITH ATTENUATOR STOWED abnormal procedure, and c) Steep approaches are not conducted. NOTE: If anti-skid system is also failed, takeoff and landing factors must be multiplied together.	