

EUROPEAN AVIATION SAFETY AGENCY	CE-510 Citation Mustang
MASTER MINIMUM EQUIPMENT LIST	17 FEBRUARY 2014

EUROPEAN AVIATION SAFETY AGENCY

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CESSNA CE-510

CITATION MUSTANG

REVISION 0

DATE

17 FEBRUARY 2014

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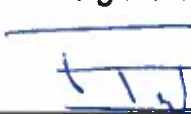

European Aviation Safety Agency
MASTER MINIMUM EQUIPMENT LIST

CE-510

REVISION: 0

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 A.502) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014.

Signed by

François FABRE
Deputy Head of Department – Flight
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for and on behalf of EASA

Date: 17 February 2014

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
ORIGINAL	17 FEBRUARY 2014		

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PREAMBLE

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 component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilisation and thereby provide more convenient and economic air transportation for the public. EASA MMEL includes those items of equipment related to airworthiness, air operations, airspace requirements and other items of equipment which EASA 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.

The MMEL is the basis for development of individual operator's MELs, 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 cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

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PREAMBLE
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The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of, and conditions for operation with, inoperative equipment. The operator may be permitted, by their competent authority, a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL. This extension policy has been taken into account during the development of this document.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aeroplane Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aeroplane is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aeroplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

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 systems or components must 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 aeroplane operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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DEFINITIONS AND EXPLANATORY NOTES

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

"(If installed)": Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aeroplane may be operated in accordance with this MMEL with the item removed.

NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.
3. "Rectification Intervals" (Column 2): 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 given in the "Rectification Interval" column (2) of the MMEL.

Category A

No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the 10 day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

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

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DEFINITIONS AND EXPLANATORY NOTES

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aeroplane. This number identifies the aeroplane configuration considered in developing the MMEL.
5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.
6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.
8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.
9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilized to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorized to perform certain functions.

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilized prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

Note: When an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

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DEFINITIONS AND EXPLANATORY NOTES

12. “As required by Operating Rule”: 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.
13. “Visual Flight Rules (VFR)”: Is as defined by National Authority Operating Requirements. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
14. “Icing Conditions”: An atmospheric condition that may cause ice to form on the aeroplane or in the engines.
15. “Visible Moisture”: An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
16. “Flight Hour”: The time from the moment an aeroplane leaves the surface of the earth until it touches it at the next point of landing.
17. “Flight”: For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).
18. “Flight day”: A 24 hour period (from midnight to midnight) either UTC or local time as established by the operator, during which at least one flight is initiated for the affected aeroplane.
19. “Authority”: The competent regulatory authority according to the country of registry.
20. “Deleted”: When applied to an item number, indicates that the item was previously listed but is now required to be operative.

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DEFINITIONS AND EXPLANATORY NOTES

21. "Combustible (Material)": Refers to 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.); and
- Note: If serviceable tires are included they should only be inflated to a minimum pressure that preserves their serviceability.
- 3) Inflight service material (return catering – only closed catering trolley/boxes, no newspapers, no alcohol or duty free goods).
22. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.
23. "Dispatch": The point at which an aeroplane first moves under its own power for the purpose of commencing a flight.
- Note: The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aeroplane next comes to rest at the end of its flight.
24. "Deactivated" and "Secured": Means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
25. "Administrative control item": Means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the National Authority provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the National Authority. If the request results in review and approval by the OEB, the item becomes an MMEL item rather than an administrative control item.
26. "Excess Items": Means those items that have been installed that are redundant to the requirements of the Operating Requirements

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DEFINITIONS AND EXPLANATORY NOTES

27. "Day of Discovery": Is the calendar day an equipment/instrument malfunction was recorded in the aeroplane maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
28. "Considered Inoperative": As used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be 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 repair category.
29. "Is not used": In the provisos, remarks or exceptions for an MMEL item, may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and 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 crewmembers that a component or system is not to be used under normal operations.
30. "MCTOM": Means the Maximum Certificated Takeoff Mass.
31. "MAPSC": Means the Maximum Approved Seating Configuration

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HIGHLIGHTS OF REVISION

This is an original release based on FAA MMEL CE-510 Rev 1, dated 04 April 2013.

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(1) System & Sequence Numbers	(2) Rectification Interval				
ATA 21 AIR CONDITIONING Item		(3) Number Installed	(4) Number required for dispatch		
			(5) Remarks or Exceptions		
-20-01	Cockpit Air Outlet	C	2	0	
-20-02	Cabin Air Outlet	C	-	1	
-21-01	Fresh Air Fan	C	1	0	May be inoperative provided pressurization system is operative.
-21-02	Cabin Fan	C	1	0	May be inoperative provided: a) Cockpit fan is operative, and b) CABIN FAN remains OFF.
-21-03	Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Cabin and cockpit temperature control system is operative, c) All glareshield fans are operative, and d) COCKPIT FAN remains OFF.
-21-04	Glareshield Fan	C	3	1	May be inoperative provided: a) Cockpit fan is operative and selected ON, and b) Air conditioning system is operative and selected ON.
-30-01	Cabin Pressurization System (Unpressurized)	C	1	0	(O) May be inoperative provided: a) PRESS CTRL is selected to STANDBY, b) CABIN DUMP is selected ON, c) Aircraft is operated at 10,000 feet or below, and d) Flight crew oxygen system is operative and used as required by operating rule. NOTE: PRESS CTRL amber message will appear. CABIN ALTITUDE red message may appear at 9,800 +/- 200 feet cabin altitude.
-31-01	Pressurization Controller Auto Schedule Mode (NORM) (Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.

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ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-32-01	Cabin Differential Pressure (EICAS Indication)				
-01	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-02	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin altitude and rate (EICAS Indication) are operative, b) Pressurization controller auto schedule mode is operative, and c) A chart is provided and used to convert cabin and aircraft altitude to differential pressure.
-32-02	Cabin Altitude (EICAS Indication)				
-01	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-02	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure (EICAS Indication) is operative, b) Pressurization controller auto schedule mode is operative, and c) A chart is provided and used to convert aircraft altitude and differential pressure to cabin altitude.
-33-01	Cabin Outflow Valve (Unpressurized)	C	2	0	(M) May be inoperative provided: a) Affected cabin outflow valve is removed, and b) Cabin pressurization system is considered inoperative.
-33-02	Flow Control Valve	C	2	1	(O) One may be inoperative provided: a) Pressurization controller auto schedule mode is operative, b) Cabin pressurization air source is selected to operative source, and c) Aircraft is operated at FL 250 or below.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-33-03	Pressure Regulating Shutoff Valve (Failed Closed)	C	2	1	(O) One may be inoperative provided: a) Affected pressure regulated shutoff valve is verified closed, b) Pressurization controller auto schedule mode is operative, c) Cabin pressurization air source is selected to operative source, and d) Aircraft is operated at FL 250 or below.
-33-04	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) One cabin outflow valve is removed, and b) Cabin pressurization system is considered inoperative.
-50-01	Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) Cabin and cockpit temperature control system is operative, c) All glareshield fans are operative, and d) Aircraft is restricted to temperature limitation in accordance with AFM.
-60-01	Cabin and Cockpit Temperature Control System	C	2	1	One may be inoperative provided: a) Crew determines that cockpit and cabin temperature are satisfactory, and b) DUCT O'HEAT amber message is monitored.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 21 AIR CONDITIONING Item		(3) Number Installed	
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		(5) Remarks or Exceptions	
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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 22 AUTO FLIGHT Item		(3) Number Installed	(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-00-01 Autopilot	B	1	0	(M) May be inoperative provided: a) Cabin pressurization system is operative, b) Autopilot is deactivated, c) Aircraft is not operated single pilot, d) Enroute operations do not require its use, e) Approach minimums do not require its use, and f) Aircraft is not operated RVSM.
-10-01 Yaw Damper	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, b) Autopilot is considered inoperative, and c) Aircraft is operated at FL 300 or below.
-10-02 Go-Around Button				
-01	C	2	1	
-02	C	2	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around. NOTE: FMS missed approach procedure must be activated manually.
-10-03 Autopilot/Trim Disconnect (Red Yoke AP TRIM DISC Button) (Fails to disconnect)				
-01	C	2	1	Right side may be inoperative for single pilot operations.
-02	C	2	0	May be inoperative provided electric elevator trim is considered inoperative.
-10-04 Autopilot/Flight Director Sync (CWS Button)	C	2	0	

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	(5) Remarks or Exceptions		
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MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-00-01	Flight Phone System ***	D	-	0	
-01	Handset	D	-	0	May be inoperative provided procedures do not require its use.
-02	Antenna system	D	-	0	May be inoperative provided procedures do not require its use.
-10-01	High Frequency (HF) *** Communications System	D	-	-	Any in excess of those required by operating rule may be inoperative.
-01	Wire Antenna	C	-	0	(M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) High Frequency (HF) communication system is considered inoperative.
-12-01	Communication Systems (VHF)	C	-	1	(O) May be inoperative provided: a) Affected system is not on 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.
-20-01	Datalink (Including Satellite Radio and Weather)				
-01		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-30-01	Auxiliary Audio Input System ***	C	1	0	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-30-02 ***	XM Radio Wireless Remote System	C	1	0	
-40-01 ***	Passenger Address (PA) System (Aircraft with cabin headset jacks only)	D	-	0	May be inoperative provided system is not required by procedures.
-50-01	Flight Deck Headset Earphone/Headphone and Boom Microphone				
-01	Headset	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.
-02 ***	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-50-02	Hand Microphone	C	1	0	May be inoperative provided an operative headset boom microphone(s) is available.
-50-03	Hand Microphone Jack	C	1	0	May be inoperative provided an operative headset boom microphone(s) is available.
-50-04	Hand Microphone Holder	C	1	0	(O) May be inoperative provided hand Microphone is secured by alternate means.
-50-05	Audio Control Panel				
-01	INTR COM Button	D	2	0	May be inoperative for single pilot operations.
-02	PLAY Button	D	2	0	
-03	COM1, COM2, COM3 MIC Annunciator	C	6	0	May be inoperative provided crew refers to PFD frequency boxes for active transmit frequency (shown in green).
(Continued)					

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
-50-05	Audio Control Panel (Continued)				
-04	MKR/MUTE Button	C	2	0	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by operating rule.
-05	HI SENS Button (Marker Beacon Hi Sensitivity)	C	2	0	May be inoperative provided approach procedures do not require its use.
-06	DME Button	C	2	0	May be inoperative provided procedures do not require its use.
-07	NAV1, NAV2 Button	C	4	0	May be inoperative provided procedures do not require its use.
-50-06	Cockpit Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker including during emergency procedures.
-60-01	Static Wick				
-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)	-	1	1	
-03	Elevator (Each side)	C	3	1	Two may be damaged or missing provided outermost wick is installed and not damaged.
-04	Vertical Stabilizer	-	1	1	
-05	Rudder	C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.
-06	Stinger	-	1	1	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-70-01 ***	Cockpit Voice Recorder (For Combined Voice Data Recorder, refer to 31-30-01)	A	-	0	May be inoperative provided: a) Aircraft does not exceed 8 further consecutive flights with CVR inoperative, and b) Repairs are made within 72 hours since CVR was found to be inoperative.
-01	Independent Power Source	C	-	0	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 24 ELECTRICAL POWER Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-31-01	Battery Temperature *** Indication (Aircraft equipped with Lead-Acid Battery)	C	1	0	
-37-01	DC Generator Current Display (AMPS) (EICAS Indication)	B	2	1	One may be inoperative provided GEN OFF L-R amber message is monitored.
-40-01	External Power System	C	1	0	
-60-01	Cockpit 12V Outlet				
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02		D	-	0	May be inoperative provided procedures do not require its use.
-60-02	Interior Disconnect				
-01		C	1	0	(M) (O) May be inoperative provided: a) Interior power system is deactivated, b) Passengers are briefed on disabled cabin electrical systems, and c) Cabin interior lighting, cockpit/cabin 12V outlets, and cabin audio are considered inoperative.
-02		C	1	0	(M) May be inoperative provided: a) Interior power system is deactivated, b) Passengers are not carried, and c) Cabin interior lighting, cockpit/cabin 12V outlets, and cabin audio are considered inoperative.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 24 ELECTRICAL POWER Item	(3) Number Installed		(4) Number required for dispatch
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 25 EQUIPMENT / FURNISHINGS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-00-01	Document Holder (Airworthiness Certificate, Registration, Etc.)	D	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying required documents is used.
-10-01	Flight Crew Seat (per seat)				
-01	Armrest				
-10		C	1	0	May be inoperative provided affected armrest is stowed in retracted position.
-20		C	1	0	(M) May be inoperative provided affected armrest is removed.
-02	Lumbar Support	C	1	0	

-03	Recline/Tilt Function	B	1	0	(M) May be inoperative provided affected seat is secured or locked in a position acceptable to the flight crew member.
-04	Restraint Buckle Protective Padding	C	-	0	

-05	Vertical Adjustment	B	1	0	(M) May be inoperative provided affected seat is secured or locked in a position acceptable to the flight crew member.
-06	Copilot Seat Belt/Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.
-10-02	Cockpit Sun Visor System and/or Attachment Mechanism	C	2	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-03	Cockpit Assist Handle	D	1	0	
-10-04	Yoke Mounted Chart Holder	C	2	0	
-10-05	Emergency Gear Handle Cover	C	1	0	May be missing or inoperative provided cover is removed.

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Cessna CE-510 Citation Mustang		Revision No: 0		Page: 25-2
(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 25 EQUIPMENT / FURNISHINGS Item			(3) Number Installed	
			(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-20-01 Passenger Seat	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).
-01 Armrest	D	-	-	(M) May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> 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, reclining seat is secured in full upright position.
-02 Headrest				
-10	C	-	-	May be inoperative and seat occupied provided headrest is failed in placarded taxi, takeoff and landing position.
-20	D	-	-	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.
-03 Recline Mechanism				
-10	C	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.
-20	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in full upright position.
-04 Seat Belt/Shoulder Harness	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".

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(1) System & Sequence Numbers		(2) Rectification Interval				
ATA 25 EQUIPMENT / FURNISHINGS Item				(3) Number Installed		
				(4) Number required for dispatch		
				(5) Remarks or Exceptions		
-20-01	Passenger Seat (Continued)					
-05	Seat Belt/Shoulder Harness Keeper	D	-	-		
-06	Lumbar Support	D	-	-		
-20-02 ***	Folding Cabin Seat	C	1	0		May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY", and NOTE: Affected seat(s) may include seats near inoperative seat(s).
-20-03	Cabin Curtain	C	2	0		May be missing or inoperative provided curtain remains secured open.
-20-04	Passenger Convenience Item(s)	D	-	0		Passenger convenience items, 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.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 25 EQUIPMENT / FURNISHINGS Item				(3) Number Installed
				(4) Number required for dispatch
				(5) Remarks or Exceptions
-30-01 Cabin Storage Compartment				
-01	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> 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".
-02	C	-	-	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> 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, d) Affected compartment is prominently placarded "DO NOT USE", and e) Any permanently affixed emergency equipment located in affected compartment is available for use.
-03 Shelving	D	-	-	May be inoperative provided any permanently affixed emergency equipment located on affected shelving is relocated and available for use.
-30-02 Storage Compartment *** Key Lock	D	-	0	May be inoperative in unlocked position.
-40-01 Ashtray ***	A	-	1	May be inoperative or missing provided it is replaced within three calendar days.
-50-01 Baggage Restraint System	C	-	-	May be inoperative or missing provided baggage compartment remains empty.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 25 EQUIPMENT / FURNISHINGS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-60-01 ***	Emergency Medical Equipment				
-01	Automatic External Defibrillator and/or Associated Equipment	D	-	0	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.
-61-01 ***	Life Preservers (Crew And Passenger)	D	-	0	Any in excess of those required by operating rule may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.
-62-01 ***	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELT	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.
-02	Fixed ELT				
-10		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 6 flights or 25 flight hours, whichever occurs first.
-20		A	-	0	May be missing provided repairs are made within 6 flights or 25 flight hours, whichever occurs first.
-30		D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.
-40		D	-	-	Any in excess of those required by operating rule may be missing.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 25 EQUIPMENT / FURNISHINGS Item		(3) Number Installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
-64-01 Life Raft ***	D	-	-	Any in excess of those required may be missing, or inoperative provided affected raft is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 26 FIRE PROTECTION Item		(3)	(3) Number Installed	
			(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-22-01 Portable Fire Extinguisher	D	-	1	<p>(O) Any in excess of those required by operating rule may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative portable fire extinguisher is tagged inoperative, removed from installed location and stored out of sight so it cannot be mistaken for a functional unit, b) Required distribution is maintained, and c) At least one operable portable fire extinguisher must be located in cockpit.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 26 FIRE PROTECTION Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 27 FLIGHT CONTROLS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Electric trim system is deactivated, b) Manual trim is operative and unaffected, and c) Autopilot is considered inoperative.
-60-01	Speed Brake Actuation System (Failed in retracted position)	B	1	0	(M) (O) May be inoperative provided: a) Speed brakes are deactivate, b) Steep approaches are not performed, and c) Operations are limited to V _{MO} of 240 KIAS.
-60-02	Speed Brake Position	B	1	0	May be inoperative provided speed brake actuation system is considered inoperative.
-60-03	Speed Brake Switch	C	2	1	
-70-01	Aileron/Elevator Control Lock (Failed Unlocked)	C	1	0	(O) May be inoperative in unlocked position provided full flight control is available.
-70-02	Rudder Lock (Failed Unlocked)	C	1	0	(O) May be inoperative in unlocked position provided full flight control is available.

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ATA 27 FLIGHT CONTROLS Item				
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 28 FUEL		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-10-01	Over-wing Refueling Cap Lock	D	2	0	May be inoperative in unlocked position.
-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, and b) Repairs are made within three flight days.

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ATA 28 FUEL Item	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 30 ICE AND RAIN PROTECTION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-10-01	Wing De-Ice Boot System (Failure to inflate)	C	1	0	(M) May be inoperative provided: a) All de-ice boots must be visually verified to be deflated and held down when service air system is active, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-02	Tail De-Ice Boot System (Failure to inflate)	B	1	0	(M) May be inoperative provided: a) All de-ice boots must be visually verified to be deflated and held down when service air system is active, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Anti-Ice System				
-01	Failed On (Flow)	C	2	1	One may be inoperative provided: a) Both ENGINE ANTI-ICE switches are selected ON, b) Takeoff and landing performance calculations for anti-ice on are used, and c) Aircraft are restricted to temperature limitation in accordance with AFM.
-02	Failed Off (No Flow)	C	2	0	(M) May be inoperative provided: a) Affected engine anti-Ice is secured for no flow, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-01	Copilot Pitot Heater System	B	1	0	May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by operating rule, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 30 ICE AND RAIN PROTECTION Item		(3) Number Installed	(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-30-02 Copilot Static Port Heater	B	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM.
-30-03 Stall Warning Vane Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-01 Windshield Anti-Ice System	C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and b) Crew has a means to clear windshield of moisture.
-40-02 Windshield Rain Repellant	C	1	0	May be missing 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.
-70-01 Air Conditioner Forward Evaporator Drain Heater	C	1	0	May be inoperative provided air conditioning system is considered inoperative.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 31 INDICATING / RECORDING SYSTEMS		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-20-01	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-30-01	Combined Voice Data Recorder (CVDR)				

-01		D	1	0	May be inoperative provided recorder is not required by operating rule.
-02		A	1	0	Flight data recorder and / or cockpit voice recorder function may be inoperative provided: a) Other function, where required, is operative, b) Aircraft does not exceed 8 further consecutive flights with CVDR inoperative, and c) Repairs are made within 72 hours since CVDR was found to be inoperative.
-03	FDR Recording 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.
-30-02	Quick Access Recorder	C	1	0	(M) (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.

-40-01	Electronic Checklist	D	1	0	May be inoperative provided equivalent checklist is used.

-40-02	Fuel Totalizer	C	1	0	May be inoperative provided: a) Fuel quantity indicating system is operative, and b) MFD map range rings and weight planning functions are considered inoperative.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 31 INDICATING / RECORDING SYSTEMS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-50-01	Master Warning System				
-01	Master Warning Reset Annunciator	B	2	1	Pilot side must be operative for single pilot operations.
-02	Master Warning Cancel/Reset Function	C	2	1	Pilot side must be operative for single pilot operations.
-03	Master Caution Reset Annunciator	C	2	1	Pilot side must be operative for single pilot operations.
-04	Master Caution Cancel/Reset Function	C	2	1	Pilot side must be operative for single pilot operations.
-50-02	Cabin Altitude Warning System	C	1	0	May be inoperative provided: a) Cabin altitude warning is not displayed, and b) Aircraft is operated at 9,500 feet MSL or below.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 32 LANDING GEAR Item		(3) Number Installed		
		(4) Number required for dispatch	(5) Remarks or Exceptions	
-41-01 Antiskid System	C	1	0	(O) 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: ANTISKID FAIL amber message will appear.
-41-02 Tire Spin Down System	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with AFM NO TIRE SPINDOWN white CAS message procedure is followed.

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ATA 32 LANDING GEAR Item				
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(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 33 LIGHTS		(3) Number Installed		
Item		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
-10-01	Cockpit and Instrument Lighting System (Excluding Internally Lighted Annunciators and Buttons, Standby Flight Instrument Lighting, and STDBY ALT/AS Placard Lighting)			
-01		C	-	0 May be inoperative provided aircraft is not operated at night.
-02		C	-	- Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from crew members eyes, c) Lighting configuration and intensity is acceptable to crew, and d) Cockpit flood light is operative.
-10-02	Cockpit Flood Light	C	1	0 May be inoperative provided aircraft is not operated at night.
-10-03	Windshield Ice Detection Light			
-01		C	2	0 May be inoperative provided aircraft is not operated at night.
-02		C	2	1 Right side may be inoperative for single pilot operations.
-03		C	2	1 (O) One may be inoperative for two pilot operations provided alternate procedures are established and used.
-10-04	Cockpit Map Light			
-01		C	2	1 One may be inoperative provided cockpit flood light is operative.
-02		C	2	0 May be inoperative provided cockpit flood light is operative and a flashlight is available to crew.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 33 LIGHTS		(3) Number Installed			
Item		(4) Number required for dispatch		(5) Remarks or Exceptions	
-10-05	G1000 Display Dimmer (DISPLAYS knob)	C	1	0	(O) May be inoperative providing display brightness is adjusted through G1000 menu in manual mode.
-20-01	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)	C	-	0	May be inoperative provided no cabin occupants are carried.
-20-02	Cabin Interior Lighting System (Excluding Emergency Lighting)	C	-	-	(O) Individual lights may be inoperative provided cabin emergency lighting is verified operative.
-30-01	Aft Baggage Light	C	1	0	
-01	Door Proximity Switch	C	1	0	(O) May be inoperative providing crew makes sure light is selected OFF using toggle switch.
-30-02	Nose Baggage Compartment Light	C	1	0	
-01	Door Proximity Switch				
-10		C	2	0	(O) May be inoperative providing crew makes sure light is selected OFF using rocker switch on light.
-20		C	2	1	
-40-01	Anti-Collision Light System (Wing Strobes) (ANTI COLL)	C	1	0	May be inoperative provided system is not required by operating rule.
-40-02	Position Light System (NAV)	C	1	0	May be inoperative provided aircraft is not operated at night.
-40-03	Wing Inspection Light (WING INSP)	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 33 LIGHTS		(3) Number Installed			
Item		(4) Number required for dispatch		(5) Remarks or Exceptions	
-40-04	Landing/Taxi/Recognition Light (LANDING - RECOG TAXI)				
-01		B	2	1	One may be inoperative.
-02		C	2	0	May be inoperative provided aircraft is not operated at night.
-40-05	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.
-50-01	Cockpit Flashlight and Holder Assembly				

-01	Flashlight	C	-	-	Any in excess of those required by operating rule may be inoperative or missing.
-02	Holder Assembly	C	-	-	May be inoperative provided associated flashlight is stowed by alternate means.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 33 LIGHTS Item	(3) Number Installed		
	(4) Number required for dispatch		
			(5) Remarks or Exceptions
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-23-01	Non-Stabilized Magnetic Compass				
-01		B	1	0	(O) May be inoperative provided: a) Both AHRS heading information sources are operative, b) Aircraft is operated with dual independent navigation capability, c) Flight is conducted under positive radar control by ATC during en route portion of flight, and d) MFD nav range ring is selected ON and reference to magnetic north.
-02		B	1	0	May be inoperative provided: a) Both AHRS heading information sources are operative, and b) Aircraft is not operated at night or in IFR conditions.
-25-01	MFD Remote Mounted Control Panel	B	1	0	(O) May be inoperative provided: a) Weather radar is considered inoperative, b) Datalink is considered inoperative, 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.
					NOTE: MFD navigation is disabled.
-01	Individual buttons (CRSR, ,D>, MENU, FPL, PROC, BACK, SPC, CLR, SEL, <, >, A-Z, 1-0, +/-, and period) (Except ENT, Range/PUSH PAN, and FMS Knobs/PUSH CRSR)	C	-	0	NOTE: Corresponding buttons/knobs on PFD must be operative for relief, if applicable.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION		(3) Number Installed			
Item		(4) Number required for dispatch		(5) Remarks or Exceptions	
25-02	Mode Control Panel				
-01	Yaw Damper Button (YD)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pushing AP TRIM DISC button.
-02	Course Knob Push Direct Function (CRS1 or CRS2 PUSH DIR)	C	2	0	
-03	Bank Button (BANK)	C	1	0	
-04	HDG Knob PUSH SYNC Function	C	1	0	
-05	Vertical Mode Button (FLC, ALT, VNV, VS)				
-10		C	4	3	
-20		B	4	0	May be inoperative provided: a) Flight director is considered inoperative, and b) Autopilot is considered inoperative.
-06	Speed Button (SPD)	C	1	0	
-07	Lateral Mode Buttons (NAV, HDG, APR, BC)	B	4	0	May be inoperative provided: a) Flight director is considered inoperative, and b) Autopilot is considered inoperative.
-08	Annunciator LEDs and XFR Arrows	D	13	0	NOTE: PFDs are primary source for armed and active mode indications.
-09	XFR Button	B	1	0	May be inoperative provided: a) FD Indicator Arrow is pointing to LH side if operated single pilot, or b) Pilot flying must be seated in side FD Indicator Arrow is pointing to if operated dual pilot.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed	(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-25-03 Synthetic Vision ***	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.
-25-04 Moving Map Display	C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Affected moving map is selected OFF.
-25-05 Primary Flight Display (PFD)				
-01 Copilot's BARO Knob and PUSH STD Function	C	1	0	May be inoperative for single pilot operations.
-02 RANGE/PAN Knob/Joystick	C	2	0	May be inoperative provided procedures do not require its use.
-03 D>, FPL, PROC Button	C	6	0	May be inoperative provided corresponding button(s) on MFD remote mounted control panel are operative.
-04 Copilot's Comm Swap Button (Hold for EMERG)	C	1	0	May be inoperative for single pilot operations.
-31-01 Navigation System (VHF)				
-01 VOR	C	-	-	May be inoperative provided: a) Affected system is not on the emergency bus, b) Procedures do not require its use, and c) System is not required by operating rule.
-02 Localizer	C	-	-	May be inoperative provided: a) Affected system is not on the emergency bus, b) Procedures do not require its use, c) System is not required by operating rule, and d) Associated glideslope is considered inoperative.

(Continued)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION		(3) Number Installed			
Item		(4) Number required for dispatch		(5) Remarks or Exceptions	
-31-01	Navigation System (VHF) (Continued)				
-03	Glideslope	C	-	-	May be inoperative provided: a) Affected system is not on the emergency bus, b) Approach procedures do not require its use, and c) System is not required by operating rule.
-34-01	Marker Beacon Receiver System	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by operating rule.
-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	Radar Altimeter System ***	A	1	0	(M) May be inoperative provided: a) Radar altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) TCAS II, if installed, is considered inoperative, and d) Repairs are made within two flight days.
-44-02	Terrain Awareness And Warning System (TAWS) – Class B (Includes test mode)	A	1	0	May be inoperative provided repairs are made within six flights or two calendar days, whichever occurs first.
-01	Modes 1 – 4	B	-	0	May be inoperative provided forward looking terrain avoidance and premature descent modes are operative.
(Continued)					

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION		(3) Number Installed			
Item		(4) Number required for dispatch		(5) Remarks or Exceptions	
-44-02	Terrain Awareness And Warning System (TAWS) – Class B (Continued)				
-02	Glideslope Deviation (Mode 5)				
-10		B	1	0	
-20		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).
-03	Forward Looking Terrain Avoidance and Premature Descent Alert Modes	B	2	0	May be inoperative provided: a) Modes 1 – 4 are operative, and b) Approach procedures do not require their use.
-04	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by operations, and b) Alternate procedures are established and used.
-45-01	Traffic Alert and Collision Avoidance System (TCAS)	A	1	0	(M) (O) May be inoperative provided: a) TCAS is deactivated, b) TCAS is not required by operations, and c) Repairs are made within ten calendar days.
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System (TCAS II)	C	-	1	May be inoperative on the pilot not flying side provided: a) TA and RA visual display is operative on the pilot flying side, and b) TA and RA audio function is operative on pilot flying side.
-02	Traffic Alert System (TAS) ***	C	-	0	May be inoperative provided en route or approach procedures do not require use of TAS.
-45-02	Traffic Information System (TIS)	C	1	0	

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed	(4) Number required for dispatch	
			(5) Remarks or Exceptions	
-45-03 *** Traffic Collision Avoidance Device (TCAD)	C	1	0	
-51-01 Distance Measuring Equipment System (DME)	D	-	-	Any in excess of those required by operating rule may be inoperative.
-52-01 ATC Transponders and Automatic Altitude Reporting System				
-01	D	-	-	Any in excess of those required for intended flight route, may be inoperative.
-02	C	-	0	One or more may be inoperative provided permission is obtained from Air Navigation Service Provider(s) when required for intended flight route. NOTE 1: An SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability. NOTE 2: Elementary Surveillance (ELS) capability (Mode S including Aircraft Identification and Pressure Altitude Reporting) is required in European Mode S designated airspace. NOTE 3: Altitude reporting, provided by an SSR transponder Mode S function, is required for TCAS II operation. NOTE 4: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.
(Continued)				

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Cessna CE-510 Citation Mustang		Revision No: 0		Page: 34-7
(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 34 NAVIGATION		(3) Number Installed		
Item		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
-52-01	ATC Transponders and Automatic Altitude Reporting System (Continued)			
-03	Elementary and Enhanced Downlink Aircraft Parameters	D	-	0
		C	-	0
-04	ADS-B Squitter	D	-	0
***	Transmissions	C	-	0
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0
				NOTE: If ADS-B is installed in lieu of or as a replacement for operating rule required equipment, repair category in operator's MEL will be the same as that of operating rule required equipment.
-01	Cockpit Display and Traffic Information (CDTI)	D	-	0
				NOTE: CDTI display of data from other aircraft systems may be used.
-02	CDTI Control Panel	D	-	0
				May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
				(Continued)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)				
-03	Data Link Transmitter	D	-	0	NOTE: In some aircraft, data link transmission is an integral part of the transponder and relief is provided in that section.
-04	Data Link Receiver	D	-	0	
-05	ADS-B Application	D	-	0	
-55-01 ***	Automatic Direction Finding System (ADF)	D	-	-	Any in excess of those required by operating rule may be inoperative.
-57-01	Navigation Equipment (GPS, FMS)	C	-	-	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require its use. NOTE: TAWS Forward Looking Terrain Avoidance and Premature Descent Alert Modes may not be available.
-60-01	Flight Management System (FMS) Navigation Database	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
-60-02	Data Loader (SD Card Slot)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, the associated features are considered inoperative.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 35 OXYGEN		(3) Number Installed			
Item		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-00-01	Oxygen Tank Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means when service is required.
-00-02	Plastic Blowout Disc/Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.
-20-01	Passenger Oxygen System	C	1	0	May be inoperative provided: a) No cabin occupants are carried, and b) Crew oxygen system is operative.
-01	Cabin Mask	C	5	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".
-02	Drop Out Panel	C	5	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seats are placarded "DO NOT OCCUPY".
-30-01 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by operating rule may be 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.
-30-02 ***	Portable Oxygen Bottles	D	-	-	Any in excess of those required by operating rule may be inoperative provided: a) Inoperative oxygen bottle is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 35 OXYGEN Item	(3) Number Installed		(4) Number required for dispatch
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 38 WATER / WASTE Item		(3) Number Installed		
		(4) Number required for dispatch	(5) Remarks or Exceptions	
-30-01 Lavatory	C	1	0	(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are verified not to have leaks, b) Cabin occupants are briefed prior to each flight that toilet is inoperative and unusable, and c) Lavatory is placarded "DO NOT USE TOILET".

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 38 WATER / WASTE Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 45 CENTRAL MAINTENANCE SYSTEM Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-00-01	Citation Diagnostics and Maintenance System (CDMS)	C	1	0	May be inoperative provided procedures do not require its use.

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(1) System & Sequence Numbers ATA 45 CENTRAL MAINTENANCE SYSTEM Item	(2) Rectification Interval		
	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 46 INFORMATION SYSTEMS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
-00-01 ***	Electronic Flight Bag (EFB) System	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 an alternate means or removed from aircraft, and b) Alternate procedures are established and used.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 46 INFORMATION SYSTEMS Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS		(3) Number Installed			
Item				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
-10-01	Cabin Door				
-01	Seal (Unpressurized)	C	1	0	May be inoperative or unserviceable provided: a) Seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative.
-02	Key Lock	D	1	0	May be inoperative in unlocked position.
-03	Gust Lock	B	1	0	(O) May be inoperative provided a procedure is developed and used to prevent unrestricted movement of cabin door.
-04	Pull Chain	C	1	0	May be inoperative provided damage or missing chain does not interfere with door operation.
-05	Step Assembly	C	1	0	(M) (O) May be inoperative provided: a) Step support cables are removed, b) Step assembly is removed, and c) Alternate procedures for entering/exiting aircraft are established and used.
-06	Step Support Cable	C	2	0	(M) (O) May be inoperative provided: a) Step support cables are removed, b) Step assembly is removed, and c) Alternate procedures for entering/exiting aircraft are established and used.
-20-01	Escape Hatch Pin	C	1	0	May be missing or inoperative with hatch in unlocked position.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS		(3) Number Installed			
Item				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
-30-01	Baggage Door				
-01	Aft Door Key Lock	C	1	0	May be inoperative in unlocked position provided door is verified closed and latched prior to flight.
-02	Nose Door Key Lock				
-10		C	2	0	May be inoperative in unlocked position provided door is verified closed and latched prior to flight.
-20		C	2	1	(O) One may be inoperative in locked position provided: a) Other side door key lock is not failed in locked position, b) Alternate procedures are established and used to perform required preflight actions, and c) All latches are verified secured.
-03	Nose Door Gas Spring	C	2	0	(O) May be inoperative or missing provided precautions are taken when opening door(s).
-04	Aft Door Gas Spring	C	1	0	(O) May be inoperative or missing provided precautions are taken when opening door.
-05	Aft Door Seal	C	1	0	(O) May be inoperative provided baggage compartment is verified empty prior to each flight.
-70-01	Door Monitoring System				
-01	Cabin Door	C	1	0	(O) May be inoperative provided: a) Door is verified closed and handle latched, b) 8 door pin indicators are visible in sight glass locations, and c) Interior door handle is secure.
-02	Aft Door	C	1	0	(O) May be inoperative provided door is verified secure and locked.
-03	Nose Door	C	2	0	(O) May be inoperative provided door is verified secure and locked.

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(1) System & Sequence Numbers ATA 73 ENGINE FUEL AND CONTROL Item	(2) Rectification Interval	(3) Number Installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		-31-01 Fuel Flow Indicating System	B	2
				(O) One may be inoperative provided a) Both fuel quantity indication systems are operative, and b) Navigation map fuel range rings and weight planning functions are considered inoperative.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 73 ENGINE FUEL AND CONTROL Item	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 76 ENGINE CONTROLS Item	(3) Number Installed		(4) Number required for dispatch	
	(5) Remarks or Exceptions			
	-01-01	Engine Synchronizer System (Failed Off)	C	1