



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# Master Minimum Equipment List (MMEL)

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Revision: 1  
Date: 07/09/2013

## **Cessna-525C** **(Citation CJ4)**

For PART 91 and PART 135 ONLY

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## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 525C

REVISION NO. 01

DATE: 07/09/2013

PAGE NO.

I

## TABLE OF CONTENTS / CONTROL PAGE

SYSTEM	PAGES	REVISION	DATE
-- Cover Page	-	1	07/09/2013
-- Table of Contents / Control Page	I	1	07/09/2013
-- Highlights of Change	II thru III	1	07/09/2013
-- Definitions and Preamble	IV	1	07/09/2013
-- Guidelines for (M) & (O) Procedures	V	1	07/09/2013
-- Section One	VI	1	07/09/2013
21 Air Conditioning	21-1 thru 21-4	1	07/09/2013
22 Auto Flight	22-1	1	07/09/2013
23 Communications	23-1 thru 23-6	1	07/09/2013
24 Electrical Power	24-1	1	07/09/2013
25 Equipment/Furnishings	25-1 thru 25-8	1	07/09/2013
26 Fire Protection	26-1	1	07/09/2013
27 Flight Controls	27-1	1	07/09/2013
28 Fuel	28-1	1	07/09/2013
29 Hydraulic Power	29-1	1	07/09/2013
30 Ice and Rain Protection	30-1 thru 30-3	1	07/09/2013
31 Instruments	31-1 thru 31-5	1	07/09/2013
33 Lights	33-1 thru 33-4	1	07/09/2013
34 Navigation	34-1 thru 34-7	1	07/09/2013
35 Oxygen	35-1 thru 35-2	1	07/09/2013
36 Pneumatic	36-1	1	07/09/2013
38 Water/Waste	38-1 thru 38-2	1	07/09/2013
46 Information Systems	46-1 thru 46-2	1	07/09/2013
52 Doors	52-1 thru 52-3	1	07/09/2013
-- Section Two	INT-1 thru INT-3	1	07/09/2013
-- CAS Relief	2-1 thru 2-3	1	07/09/2013

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 525C

REVISION NO. 01

DATE: 07/09/2013

PAGE NO.

II

## HIGHLIGHTS OF CHANGE

**NOTE**

This revision is a reissuance in its entirety. Charge bars are used to identify revised content. Relief that was moved, added, or removed is listed below. The entire document has been renumbered. Numbering may not be consecutive. Moved all CAS messages to Section Two. Removed ATA 79.

**ATA 21**

Moved Pressure Regulating Shutoff Valve to ATA 36.

-30-02

Added relief for Cabin Pressurization System.

-32-01-01

Added relief for Cabin Altitude Gauge/Indication: (Pressurized).

-32-02-01

Added relief for Cabin Differential Pressure Gauge/Indication: (Pressurized).

-32-03-01

Added relief for Cabin Vertical Speed Gauge/Indication: (Pressurized).

-50-02-03

Added relief for Compressor Hour Meter.

**ATA 22**

-10-01-02

Added relief for Autopilot Disconnect Button (Failed deselected): Right Control Wheel (AP TRIM DISC).

**ATA 23**

-40-03-02

Added relief for Passenger Address System (PA): (Without cabin occupants).

-40-04

Added relief for Passenger Seat Belt/Safety Chime.

-50-05-04

Added relief for Flight Deck Headsets, Earphones/Headphones and Boom Microphones: Active Noise Canceling/Reduction Function.

-60-01-02

Added Wing Tip to reduce confusion regarding -60-01-01 relief.

**ATA 24**

Moved AC Alternator Bearing to Section Two. Removed AC Alternator.

**ATA 25**

Removed Emergency Vision Assurance System (EVAS). Merged Passenger Side Facing Seat and Two Place Couch relief with general Passenger seat relief.

Moved Hot Liquid Storage System from ATA 30. Removed Ashtray relief.

-10-05-07

Added relief for Flight Crew Seat (Per seat): Copilot Seat Belt/Shoulder Harness.

-20-02-01

Added relief for Belted Lavatory Seat (Excluding lavatory waste system): Seat Belt/Shoulder Harness.

-20-02-02

Added relief for Belted Lavatory Seat (Excluding lavatory waste system): Seat Belt/Shoulder Harness Keeper.

-20-04

Added relief for Cabin Window Shade System (Electric).

-20-06-04

Added relief for Passenger Seat (Including side facing and folding seats) (Per seat): Seat Belt/Shoulder Harness Keeper.

-20-06-06

Added relief for Passenger Seat: Seat Belt Air Bag Restraint Systems

-50-01-01

Added relief for Cargo Restraint System: Net.

-50-01-02

Added relief for Cargo Restraint System: Strap.

-50-01-04

Added relief for Cargo Restraint System: Latch Plate.

-50-02-03

Added relief for Cabin Storage Compartment: Shelving.

**ATA 28**

-10-01-02

Added relief for Over-wing Refueling Cap Lock: (Failed locked).

**ATA 29**

-30-01

Added relief for Hydraulic Reservoir Quantity Indicating System.

**ATA 30**

Moved Hot Liquid Storage System to ATA 25. Moved AOA vane heater from ATA 34. Removed relief for Engine Anti-Ice System Failed On (Flow).

-40-03

Added relief for Windshield Rain Repellent.

-70-03

Added relief for Cockpit Relief Tube Drain Heater.

**ATA 31**

Removed OXYGEN MASK MIC switch light. Move Door Unlocked Indications to Section Two. Moved all CAS messages to Section Two.

-30-01

Added relief for Aircraft Recording System (ARes).

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 525C

REVISION NO. 01

DATE: 07/09/2013

PAGE NO.

III

- |               |   |
|---------------|---|
| -30-03        | Added relief for Flight Data Recorder (FDR) per PL-087, Revision 10.                                    |
| <b>ATA 33</b> |   |
| -40-03-02     | Added relief for Landing Light  |
| -40-08-01     | Added separate relief for Taxi Light.   |
| -40-08-02     | Added separate relief for Taxi Light.   |
| <b>ATA 34</b> | Moved AOA Vane Heater to ATA 30. Removed Copilot Display Control Panel (DCP). Moved IFIS to ATA 46.     |
| -52-02        | Added relief for ADS-B per PL-105, Revision 01.   |
| -52-01-04     | Added relief for ATC Transponder and Automatic Altitude Reporting System: ADS-B Squitter Transmissions. |
| <b>ATA 36</b> | Moved Pressure Regulating Shutoff Valve from ATA 21.  |
| <b>ATA 38</b> |   |
| -30-02        | Added relief for Lavatory External Service System.  |
| <b>ATA 46</b> |   |
| -00-01        | Added relief for Electronic Flight Bag (EFB) System per PL-121, Revision 00.                            |
| <b>ATA 52</b> | Moved all door indications from ATA 31.   |
| -46-01-02     | Added relief for SPR Access Door Key Lock (Failed locked).  |

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 01	PAGE NO.	
CESSNA 525C	DATE: 07/09/2013	IV	
DEFINITIONS AND PREAMBLE			

## DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

## PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 01	PAGE NO.	
CESSNA 525C	DATE: 07/09/2013	V	
GUIDELINES FOR (M) & (O) PROCEDURES			

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

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

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. 01	PAGE NO.	
CESSNA 525C	DATE: 07/09/2013	VI	

## SECTION ONE

### COMPONENT ORIENTED MMEL RELIEF



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 21-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-20-01	Cabin Overhead Air Outlet	C	-	0	(O) May be inoperative provided: a) PRESSURE CONTROL is selected to STBY b) CABIN PRESSURE is selected to DUMP, c) Aircraft is operated at 14,100 feet cabin altitude or below, and d) Flight crew oxygen system is operative and used as required by 14 CFR.  NOTE: PRESSURIZATION CONTROL amber message will appear. CABIN ALTITUDE red message will appear at 9,800 +/- 200 feet cabin altitude.  (Continued)
-20-02	Cockpit Overhead Air Outlet	C	4	0	
-30-02	Cabin Pressurization System				
-01	(Unpressurized with cabin occupants)	C	1	0	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 21-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-30-02	Cabin Pressurization System (Continued)				
-02	(Unpressurized without cabin occupants)	C	1	0	(O) May be inoperative provided: a) PRESSURE CONTROL is selected to STBY b) CABIN PRESSURE is selected to DUMP, c) OXYGEN CONTROL is selected to CREW ONLY, d) Aircraft is operated at FL 250 or below, and e) Flight crew oxygen system is operative and used as required by 14 CFR.  NOTE: PRESSURIZATION CONTROL amber message will appear. CABIN ALTITUDE red message will appear at 9,800 +/- 200 feet cabin altitude. SUPPLEMENTAL PRESSURIZATION amber message will appear at 14,800 +/- 200 feet cabin altitude.
-32-01	Cabin Altitude Gauge/Indication				
-01	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system normal mode is operative, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 21-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-32-02	Cabin Differential Pressure Gauge/Indication				
-01	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin altitude gauge/indication is operative, b) Cabin pressurization system normal mode is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-32-03	Cabin Vertical Speed Gauge/Indication				
-01	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin altitude gauge/indication is operative, and b) Cabin pressurization system normal mode is operative.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-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.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			PAGE NO. 21-4	
SYSTEM, SEQUENCE NUMBERS & ITEM			1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS				
21	AIR CONDITIONING						
-50-02	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, b) CLIMATE CONTROL is selected OFF, and c) Cabin and cockpit temperature control systems are operative.		
-01	Evaporator Fan						
-10	Pilot (PILOT FAN)	C	1	0	(M) May be inoperative provided: a) Pilot fan is deactivated, and b) Copilot fan is operative.		
-20	Copilot (COPILOT FAN)	C	1	0	(M) May be inoperative provided: a) Copilot fan is deactivated, and b) Pilot fan is operative.		
-30	Cabin (CABIN FAN)	C	1	0	(M) May be inoperative provided: a) Cabin fan is deactivated, and b) Pilot and copilot fans are operative.		
-02	COMP ON Light	C	1	0			
-03 ***	Compressor Hour Meter	C	1	0	(O) May be inoperative provided compressor time is tracked by alternate means.		
-61-01	Cabin Temperature Remote Control System	C	1	0	May be inoperative provided CABIN TEMP is not selected to REMOTE.		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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 (Failed deselected)				
-01	Left Control Wheel (AP TRIM DISC)	B	1	0	May be inoperative provided: a) Right control wheel button is operative, b) A pilot must remain seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM-defined minimum use height for cruise, and d) Approach minimums do not require use of autopilot system
-02	Right Control Wheel (AP TRIM DISC)	C	1	0	May be inoperative for single pilot operations.
-10-02	Autopilot Sync Button (A/P SYNC)	C	2	0	
-10-04	Go-Around Button (GA)				
-01		C	2	1	
-02		C	2	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot sync button is operative on pilot-flying side.
NOTE: FMS missed approach procedure must be activated via the CDU.					

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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 System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	1	0	May be inoperative provided procedures do not require its use.
-02	Cabin Handset	D	-	0	
-10-01 ***	High Frequency (HF) Communication System				
-01		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-02		C	-	0	(O) May be inoperative while conducting operations that require two long-range communication systems (LCRS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.  NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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)					
-03 Wire Antenna		C	1	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.
-12-02 VHF Communication System		C	-	-	May be inoperative provided: a) System is not on an emergency bus, b) System is not required by 14 CFR, and c) Procedures do not require its use.
-20-01 *** Satellite Datalink Services					
-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.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:		REVISION NO. 01			PAGE NO.		
CESSNA 525C		DATE: 07/09/2013			23-3		
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)						
-01		D	-	0	May be inoperative provided procedures do not require its use.		
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
-40-01 ***	Automatic Cabin Briefer	D	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.		
-40-03	Passenger Address (PA) System						
-01	(With cabin occupants)	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate normal, abnormal, and emergency procedures, and/or operating restrictions are established and used.		
					NOTE: Any function(s) that operate normally may be used.		
-02	(Without cabin occupants)	D	1	0			
-40-04	Passenger Seat Belt/Safety Chime	C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.		
-50-01	Copilot's Audio Panel	C	1	0	May be inoperative provided aircraft is operated single-pilot.		



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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							
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker including during emergency procedures.		
-50-04	Flight Deck Hand Microphones						
-01		C	2	0	May be inoperative provided associated boom microphone is operative.		
-02		D	2	-	Any in excess of those required by 14 CFR may be inoperative.		
-50-05	Flight Deck Headsets, Earphones/Headphones and Boom Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		
-01	Headset Boom Microphones (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.		
-02	Headset Boom Microphones (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate.	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.		
(Continued)							

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-50-05	Flight Deck Headsets, Earphones/Headphones and Boom Microphones (Continued)						
-03	Headset Earphones/Headphones		C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-04 ***	Active Noise Canceling/Reduction Function		D	-	0	May be inoperative provided normal audio function of headset is operative.	
-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 (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	Rudder		C	2	1	One may be damaged or missing provided uppermost wick is installed and not damaged.	
-05	Stinger		-	1	1		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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					
-70-01 ***	Cockpit Voice Recorder (CVR)				
-01	(CVR with Flight Data Recorder Installed)	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.
-02	(CVR without Flight Data Recorder Installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
-03	(CVR for an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.
-04	Recorder Independent Power Supply (RIPS)	C	1	0	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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					
-21-02 AC Alternator					Removed in Revision 01.
-40-01 External Power System		D	1	0	
-50-01 AC Cockpit 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.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013		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 missing or inoperative provided an alternate means of securing and displaying documents is used.	
-10-01	Cockpit Assist Handle	D	1	0		
-10-03	Cockpit Sunvisor System and/or Attach Mechanism	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.	
-10-05	Flight Crew Seat (Per seat)					
-01	Armrest					
-10		C	2	0	May be inoperative provided affected armrest is stowed in retracted position.	
-20		C	2	0	(M) May be inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	C	1	0		
-03	Recline/Tilt Function	C	1	0	(O) May be inoperative provided: a) Affected seat failed 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	C	-	0	May be inoperative or missing.	
(Continued)						

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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		C	1	0	(O) May be inoperative provided: a) Affected seat has failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-07	Copilot Seat Belt/Shoulder Harness		C	1	0	May be inoperative provided: a) Seat remains unoccupied, and b) Aircraft is operated single-pilot.	
-10-08	Pilot or Copilot Eye Locator 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		C	-	0		
-20-02 ***	Belted Lavatory Seat (Excluding lavatory waste system)						
-01	Seat Belt/Shoulder Harness		D	1	0	May be inoperative provided: a) Affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, OR LANDING", and b) Fasten seat belt sign is operative and used.	
-02 ***	Seat Belt/Shoulder Harness Keeper		D	1	0		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-20-04	Cabin Window Shade System (Electric)	D	-	0	May be inoperative provided affected window shade is failed open or in a position that does not interfere with emergency procedures.
-20-05	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.
-20-06	Passenger Seat (Including side facing and folding seats) (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 the main aircraft aisle, c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY", and d) A seat with an inoperative seat belt is considered inoperative.  NOTE: Affected seat(s) may include seats near the inoperative seat(s).  (Continued)

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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 and folding seats) (Per seat) (Continued)				
-01	Armrest	D	-	0	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the aisle.
-02	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)				
-10		D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff and landing position.
-20		D	-	0	May be inoperative and seat occupied provided control is failed in taxi, takeoff and landing position.
-30		D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative.  (Continued)



U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:		REVISION NO. 01			PAGE NO.	
CESSNA 525C		DATE: 07/09/2013			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 and folding seats) (Per seat) (Continued)					
-03	Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided: a) Affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, OR LANDING", and b) Fasten seat belt sign is operative and used.	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	-	0		
-05 ***	Lumbar Support	D	-	0		
-30-01	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.	
-40-01	Ashtray				Removed in Revision 01.	
-50-01	Cargo Restraint System					
-01	Net	C	-	0	May be inoperative or missing provided cargo is secured by other means.	
-02	Strap	C	-	0	May be inoperative or missing provided cargo is secured by other means.	
-04	Latch Plate	C	-	0	(M) Individual latch plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Cargo is secured using remaining latch plates.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-50-02	Cabin Storage Compartment				
-01		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".
-02		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 the affected compartment is available for use.  (Continued)

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:		REVISION NO. 01			PAGE NO.		
CESSNA 525C		DATE: 07/09/2013			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 (Continued)						
-03	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.		
-04 ***	Key Lock	D	-	0	May be inoperative in the unlocked position.		
-60-03	Emergency Medical Equipment						
-01 ***	Automatic External Defibrillator (AED) 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 14 CFR may be incomplete, missing, or inoperative.		
-61-01 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-62-01	Emergency Locator Transmitter (ELT)						
-01 ***	Survival Type ELT		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELT						
-10			A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-20			A	-	0	May be missing provided repairs are made within 90 days.	
-30			D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-40			D	-	-	Any in excess of those required by 14 CFR may be missing.	
-64-01 ***	Life Raft		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-11-01	Baggage Compartment Smoke Detection System (Forward and Aft Baggage)	C	2	0	(O) May be inoperative provided affected baggage compartment remains empty (excluding ballast).
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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 the 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.
-70-02 Control/Gust Lock System (Failed unlocked)		C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013			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						
-01	(Failed unlocked)	D	2	0			
-02	(Failed locked)	C	2	0	May be inoperative provided: a) Single-point refueling system is operative, and b) Single-point refueling access door key lock is not failed in locked position.		
-10-02	Single-Point Refueling (SPR) System	C	1	0			
-01	Dust Cap	C	1	0	(O) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination prior to each refueling, and b) No leakage can be detected after fueling is complete.		
-43-01	Fuel Temperature (EICAS Indication)	C	2	1			

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 29-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
29	HYDRAULIC POWER				
-30-01	Hydraulic Reservoir Quantity Indicating System (System or reservoir potentiometer failed)	B	1	0	(M) May be inoperative provided: a) Reservoir quantity is verified adequate on reservoir sight gauge prior to each flight, and b) HYD PRESSURE LOW amber message is monitored.
-01	Remote Indicator	C	1	0	(M) May be inoperative provided: a) Reservoir quantity is verified adequate on reservoir sight gauge prior to each flight, b) Remote indicator needle remains in OFF position when power is applied, and c) HYD VOLUME LOW amber message does not appear when aircraft power is applied.
-02	Remote Indicator Power Switch	C	1	0	May be inoperative provided aircraft power is applied prior to checking reservoir quantity on remote indicator.



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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	Horizontal/Vertical Stabilizer Pneumatic Boot De-Ice System (Failure to inflate)	B	2	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, b) Both TAIL DEICE switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-10-04	Wing Bleed Air Anti-Ice System (Failed open)	C	2	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Both WING/ENG ANTI-ICE switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-20-01	Engine Inlet Anti-Ice (Failed open)	C	2	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) All WING/ENG and ENG ONLY ANTI-ICE switches are selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
1)	Anti-ice Failed On (Flow)				Removed, revision 01.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013		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					
-30-02	Angle of Attack (AOA) Vane Heater		C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-03	Copilot Pitot Heater		B	1	0	May be inoperative provided: a) Copilot pitot heater is not required by 14 CFR, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04	Copilot Static Port Heater		B	2	1	One may be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Aircraft is not operated RVSM.
-40-02	Windshield Anti-Ice System		C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-03	Windshield Rain Repellant		C	1	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff or intended landing.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-70-03 ***	Toilet Relief Tube Drain Heater		C	1	0	(M) May be inoperative provided: a) All liquid is removed from the relief tube, b) Drain heater is deactivated, c) Toilet relief tube is considered inoperative, and d) Lavatory waste system is considered inoperative.	
-70-04	Refreshment Center Drain Heater		C	1	0	(M) (O) May be inoperative provided: a) Drain heater is deactivated, b) All liquid is removed from the ice drawer prior to each flight, c) Hot liquid storage tank remains empty, d) Hot liquid overfill drain is placarded "DRAIN HEAT INOP, DO NOT USE", and e) Ice drawer drain valve is closed prior to flight.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:		REVISION NO. 01			PAGE NO.		
CESSNA 525C		DATE: 07/09/2013			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						
-10-02	Panel Switch Lights (Failure to illuminate)						
1)	OXYGEN MASK MIC Cyan Light					Removed in Revision 01.	
-01	ANTI-ICE Panel						
-10	PITOT/STATIC HEAT 1-2 (Cyan light)	C	2	0		(O) May be inoperative provided: a) Switch functionality is verified operative, and b) PITOT/STATIC COLD L-R-STBY cyan and amber messages are monitored.	
-15	ENG ONLY ANTI-ICE L-R (Cyan light)	C	2	0		(O) May be inoperative provided: a) Switch functionality is verified operative, and b) ENGINE ANTI-ICE ON cyan message and ENGINE ANTI-ICE COLD L-R cyan and amber messages are monitored.	
-20	WING/ENG ANTI-ICE L-R (Cyan light)	C	2	0		(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING ANTI-ICE COLD L-R cyan and amber messages are monitored.	
-25	WING LIGHT (Cyan light)	C	1	0		(O) May be inoperative provided: a) Switch functionality is verified operative, and b) Wing inspection light is monitored.	
-40	TAIL DEICE L-R (Cyan light)	C	2	0		(O) May be inoperative provided: a) Switch functionality is verified operative, and b) TAIL DE-ICE ON cyan message is monitored.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-04	LIGHTS Panel						
-10	BEACON (Cyan light)	C	1	0	(O) May be inoperative provided beacon is visually verified on prior to each flight.		
-15	NAV (Cyan light)	C	1	0	(O) May be inoperative provided position/navigation lights are visually verified on prior to each flight.		
-20	STROBE (Cyan light)	C	1	0	(O) May be inoperative provided anti-collision lights (strokes) are visually verified on prior to each flight.		
-25	TAXI (Cyan light)	C	1	0	May be inoperative provided: a) Taxi lights are visually monitored, and b) TAXI is selected OFF prior to takeoff.		
-30	LNDG (Cyan light)	C	1	0	May be inoperative provided landing lights are visually monitored.		
-35	LOGO (Cyan light)	C	1	0			
-40	BELT (Cyan light)	C	1	0	May be inoperative provided seat belt lights are visually monitored and seat belt chime is aurally monitored.		
-45	SAFETY (Cyan light)	C	1	0	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.		
-50	PULSE TCAS (Cyan light)	C	1	0			
-55	PULSE ON (Cyan light)	C	1	0	May be inoperative provided pulse lights are visually monitored.		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013			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						
-05	Miscellaneous Panels						
-10	FUEL BOOST - MANUAL L-R (Amber light)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) FUEL BOOST ON L-R cyan message is monitored.		
-15	IGNITION - MANUAL L-R (Cyan light)	A	2	0	(O) May be inoperative provided: a) Associated igniter is verified operative, b) Green IGN indication is monitored on EICAS, and c) Repairs are made within three flight days.		
-20	PRESSURE CONTROL STBY (Amber light)	C	1	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) PRESSURIZATION CONTROL amber message is monitored.		
-25	CKPT SPKR MUTE (Cyan light)	C	1	0	May be inoperative provided cockpit overhead communication speaker is considered inoperative.		
-30	COMM 1 TUNE 121.5 (Amber light)	C	1	0			
-35	Copilot OXYGEN MASK MIC (Cyan light)	C	1	0	May be inoperative provided aircraft is operated single-pilot.		
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.		
-30-01 ***	Aircraft Recording System (AReS)	D	1	0			

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-30-03 ***	Flight Data Recorder (FDR)				
-01	(Holder of an Air Carrier or Commercial Operator Certificate)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
-02	(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Aircraft is not dispatched from a designated airport as listed in operator's MEL unless, c) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or d) Flight Data Recorder (FDR) repair was attempted but not successful, e) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and f) Repairs are made within three flight days.
-03	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:		REVISION NO. 01			PAGE NO.		
CESSNA 525C		DATE: 07/09/2013			31-5		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
31	INDICATING / RECORDING SYSTEMS						
-30-03 ***	Flight Data Recorder (FDR) (Continued)						
-04	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.		
-05	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)						
-10		C	-	1	Any in excess of those required by 14 CFR may be inoperative.		
-20		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.		
-50-03	Central Warning						
-01	Master Warning Light (Failure to illuminate)	C	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 Light (Failure to illuminate)	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.		



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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, and internally lighted annunciators)	C	-	-	Individual lights may be inoperative provided: a) Flight deck 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) Positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-10-02	Cockpit Flood Light	C	2	0	Lighting configuration and intensity is acceptable to flight crew.
-10-04	Windshield Ice Detection Light				
-01		C	2	0	May be inoperative provided aircraft is not operated at night.
-02		C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
-03	(Right side)	C	2	1	One may be inoperative for single-pilot operations.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting system)				
-01		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.
-02		C	-	-	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night.
-03		C	-	-	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) No cabin occupants are carried.
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)				
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
-02		C	-	0	May be inoperative provided cabin occupants are not carried.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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							
-30-01	Baggage Compartment Light						
-01	Nose	C	1	0			
-02	Aft	C	5	0			
-40-01	Anti-Collision Light System (Wing Strobes)		A	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.	
-40-02	Ground Recognition Light (Beacon)		C	1	0		
-40-03	Landing Light System						
-01		C	2	0	May be inoperative provided aircraft is not operated at night.		
-02		C	2	1	One may be inoperative provided taxi light is operative.		
-04 ***	Pulse Light System		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 required by 14 CFR.	
-40-07 ***	Tail Flood Light		D	2	0		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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					
-40-08     Taxi Light					
-01		C	2	0	May be inoperative provided one landing light is operative.
-02		C	2	0	May be inoperative provided aircraft is not operated at night.
-40-09     Wing Inspection Light		C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.
-50-02     Dropped Aisle LED Lighting System					
-01     Left		C	-	0	
-03     Right (Emergency Lighting)		C	-	-	Up to six LED elements may be inoperative within any two-foot length.
-50-04     Exterior Emergency Light		C	3	0	May be inoperative provided aircraft is not operated at night.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-01		A	-	0	(O) May be inoperative provided: a) Altitude pre-select function is operative, b) Autopilot with altitude hold and capture operates normally, c) Aircraft does not depart from a airport where repair or replacement can be made, d) Enroute operations do not require its use, e) Aircraft is not operated RVSM, and f) Repairs are made within three flight days.
-02		C	-	1	
-03	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-04	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) Indexer	C	-	0	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013			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							
-25-01	Cursor Control Panel (CCP)	B	2	1	One may be inoperative provided: a) Copilot Multi-function Display (MFD) is operative, b) Affected Multi-function Display (MFD) is controlled using on-side Display Control Panel (DCP) CCP MENU function, and c) Aircraft is not operated single-pilot.		
-25-02	Copilot Multi-function Display (MFD)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) COPILOT REVERSION MFD is pushed.		
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative, c) Procedures do not require its use, and d) System is not required by 14 CFR.		
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.		
-34-01	Marker Beacon Receiver System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.		
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-44-01	Radio Altimeter System	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 is considered inoperative, d) TCAS II is considered inoperative, and e) Repairs are made within two flight days.  NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended.  NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI will not activate during approach or go-around.
-44-02 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
-44-04	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-01	Forward Looking Terrain Avoidance Function (Class A TAWS not required)	B	1	0	
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:		REVISION NO. 01			PAGE NO.		
CESSNA 525C		DATE: 07/09/2013			34-4		
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
34	NAVIGATION						
-44-04	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS required) (Continued)						
-02	Premature Descent Alert Function (Class A TAWS not required)	B	1	0			
-03	Excessive Descent Rate Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
-05	Altitude Loss After Takeoff Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
-08	Voice Callouts						
-10	"Five-Hundred"	B	1	0	(O) May be inoperative provided alternate procedures are established and used.		
-20	Other Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
-09 ***	Windshear Mode (Reactive)	D	1	0			
-44-05 ***	Terrain Display (Class A TAWS not required)	C	-	0			



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-45-01	Traffic Alert and Collision Avoidance System (TCAS I)				
-01		B	-	0	(O) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-02		C	-	0	(O) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
-45-02	Traffic Alert and Collision Avoidance System (TCAS II)				
-01		B	-	0	(O) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-02		C	-	0	(O) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
-06	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-07 ***	Airspace Selection Function	C	-	0	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-46-01 ***	Lightning Detection System		C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-51-01	Distance Measuring Equipment (DME)		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-52-01	ATC Transponder and Automatic Altitude Reporting System						
-01			D	-	1	May be inoperative provided system is not required by 14 CFR.	
-02			B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Aircraft is not operated RVSM.	
-03 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR.		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next maintenance visit.	
-04 ***	ADS-B Squitter Transmissions		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next maintenance visit.	

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013		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					
-54-01	VHF Omni range System (VOR)	C	-	0	May be inoperative provided: a) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.	
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.	
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use.  NOTE 1: Enhanced function of TAWS may not be available.  NOTE 2: ADS-B output may not be available.	
-60-01	Data Loader	C	-	0		
-60-02	Flight Management System (FMS)	B	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use.  NOTE 1: Enhanced function of TAWS may not be available.  NOTE 2: ADS-B output may not be available.	
-61-01	Flight Management System (FMS) Fuel Planning and Indicating Function	C	-	0	May be inoperative provided fuel quantity indicating systems are operative.	
-61-03	Navigation Database	A	-	-	May be out-of-date provided aircraft is operated in accordance with applicable AFM limitations.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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				
-00-04	Oxygen System				
-01	Tank Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-02	Servicing Panel Pressure Gauge	C	1	0	(M) May be inoperative provided alternate procedures are used for serving oxygen system.
-03	Blowout Disk/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				
-01		C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, b) Aircraft is operated without cabin occupants, and c) Flight crew oxygen system is operative.
-02	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".
-03	Drop-out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seats are placarded "DO NOT OCCUPY".

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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					
-30-02 *** Protective Breathing Equipment (PBE)		D	-	0	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 36-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC					
-10-01 Pressure Regulating Shutoff Valve					
-01 (Pressurized)		C	2	1	(M) One may be inoperative provided: a) Affected pressure regulating shutoff valve is secured for no flow, b) PRESSURIZATION SOURCE is selected to operative source, and c) Aircraft is operated at FL 410 or below.  NOTE: PRESS SOURCE NOT NORM amber and cyan messages will appear.
-02 (Unpressurized)		C	2	0	(M) May be inoperative provided: a) Affected pressure regulating shutoff valves are secured for no flow, b) PRESSURIZATION SOURCE is selected to OFF or FRESH AIR, c) Cockpit and cabin temperature control systems are considered inoperative, and d) Cabin pressurization system is considered inoperative.  NOTE: PRESS SOURCE NOT NORM amber and cyan messages will appear.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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 ***	Toilet Relief Tube	C	1	0	May be inoperative provided: a) All liquid is removed from the relief tube, and b) Toilet relief tube drain heater is considered inoperative.
-30-02	Lavatory External Service System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
-04	FILL/DRAIN Switch	C	1	0	May be inoperative provided toilet is not serviced.
-05	Green ARMED Annunciator	C	1	0	
-06	Amber PRECHARGED Annunciator	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling fresh water.
-07	Float Switch	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling fresh water.
-08	Macerator Pump	C	1	0	May be inoperative provided toilet is not serviced.
-09	Fill Solenoid	C	1	0	May be inoperative provided toilet is not serviced.
-10	Heater Gasket	C	1	0	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Heater gasket is deactivated, c) Refreshment center drain heater is considered inoperative, and d) Toilet is not serviced within four hours of landing or at surface temperatures below +10 C.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 38-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38     WATER / WASTE					
-30-03     Lavatory Waste System		C	1	0	(O) Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that toilet is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE TOILET".



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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						
-01	Class 3 EFB (Includes Integrated Flight Information System (IFIS))						
-10			D	-	0	May be inoperative provided procedures do not require its use.	
-20			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.	
-02	Data Connectivity (Class 2)						
-10			D	-	0	May be inoperative provided procedures do not require its use.	
-20			C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Power Connection (Class 1 & 2)						
-10			D	-	0	May be inoperative provided procedures do not require its use.	
-20			C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
						(Continued)	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 46-2	
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 (Continued)				
-04	Mounting Device (Class 2)				
-10		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.
-20		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.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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			D	1	0	May be inoperative in unlocked position.	
-03 Acoustic Seal			C	1	0	May be inoperative provided seal does not interfere with door operation.	
-09 Gust Lock			B	1	0	(O) May be inoperative provided a procedure is established and used to prevent unrestricted movement of cabin door.	
-10 Pull Chain			C	1	0	May be missing or damaged provided chain does not interfere with door operation.	
-10-02 Main Cabin Door Step System			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.	
-01 Step Support Cable			C	2	0	May be inoperative provided door step system is considered inoperative.	
-02 Rate Controller			C	2	0	(M) (O) May be inoperative provided: a) Affected rate controller is removed, and b) Cabin door step is not allowed to unfold uncontrollably.	
-30-01 Aft Baggage Door Key Lock			D	1	0	May be inoperative in unlocked position.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: CESSNA 525C			REVISION NO. 01 DATE: 07/09/2013			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							
-40-01	Nose Baggage Door Key Lock						
-01	(Failed unlocked)	C	2	0			
-02	(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.		
-46-01	Single-Point Refueling (SPR) Access Door Key Lock						
-01	(Failed unlocked)	D	1	0			
-02	(Failed locked)	C	1	0	May be inoperative provided over-wing refueling cap locks are not failed in locked position.		
-70-01	Door Warning System						
-01	Aft Baggage	C	1	0	(O) May be inoperative provided door is verified closed, latched, and locked prior to each flight.		
-02	Emergency Exit	C	1	0	(O) May be inoperative provided: a) Hatch is verified closed and latched prior to each flight, and b) Aircraft is operated at FL410 or below.		
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		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)					
-06 Nose Baggage		B	2	0	(O) May be inoperative provided: a) Door is verified closed, latched, and locked prior to each flight, b) Aircraft is operated at 200 KIAS or less, and c) Aircraft is operated at FL410 or below.
-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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 525C	REVISION NO. 01 DATE: 07/09/2013	PAGE NO. INT-1

## SECTION TWO

### CAS MESSAGE ORIENTED MMEL RELIEF

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 525C	REVISION NO. 01 DATE: 07/09/2013	PAGE NO. INT-2

## INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit **for which the crew has been trained**.

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

### **TWO-SECTION MMEL GUIDANCE:**

Modern technology CAS MMELs shall be divided into two sections.

- A. Section One.** Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:
  1. Failures which are not annunciated to crew; and
  2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.
- B. Section Two.** Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:
  1. It should have only two columns:
    - a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).
    - b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the "Remarks or Exceptions" column of the conventional "LRU oriented" MMEL.  
 Note: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT:		REVISION NO. 01		PAGE NO.	
CESSNA 525C		DATE: 07/09/2013		INT-3	

2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The “(O)” indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:
  - a. Procedures accomplished using cockpit (or cabin) system controls.
  - b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
  - c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and
  - d. Visual inspection behind panels (internal or external).
    - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).
    - 2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and
    - 3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
  - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane;
  - b. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
  - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.



U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013	PAGE NO. 2-1	
AMBER CAS Message		Dispatch Consideration		
<b>AFT BAGGAGE DOOR</b>		Aircraft may be dispatched provided aft baggage door warning system is considered inoperative.		
<b>AOA HEATER FAIL</b>		Aircraft may be dispatched provided Angle of Attack (AOA) vane heater is considered inoperative.		
<b>CABIN DOOR</b>		Aircraft may be dispatched provided main cabin door warning system is considered inoperative.		
<b>EMERGENCY EXIT</b>		Aircraft may be dispatched provided emergency exit door warning system is considered inoperative.		
<b>ENGINE ANTI-ICE COLD L and/or R</b>		Aircraft may be dispatched provided engine inlet anti-ice is considered inoperative.		
<b>FSU INOP</b>		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual FSU INOP amber message procedure.		
<b>GPWS</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		
<b>NOSE DOOR L and/or R</b>		Aircraft may be dispatched provided nose baggage door warning system is considered inoperative.		
<b>PITOT/STATIC COLD R (when selected ON)</b>		Aircraft may be dispatched provided copilot static port heater or copilot pitot heater is considered inoperative.		
<b>PRESSURIZATION CONTROL</b>		Aircraft may be dispatched provided cabin pressurization controller modes (excluding manual) are considered inoperative.		
<b>TAWS GPWS FAIL</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		
<b>TAWS SYSTEM FAIL</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		
<b>TAWS TERRAIN FAIL</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		
***	<b>TAWS WINDSHEAR FAIL</b>	Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) windshear mode is considered inoperative.		
<b>TCAS FAIL</b>		Aircraft may be dispatched provided traffic alert and collision avoidance system is considered inoperative.		
<b>TERR</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		
<b>TERRAIN FAIL</b>		Aircraft may be dispatched provided Terrain Awareness and Warning System (TAWS) is considered inoperative.		

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 2-2
AMBER CAS Message		Dispatch Consideration		
<b>WINDSHIELD HEAT FAIL L or R</b>		Aircraft may be dispatched provided windshield anti-ice system is considered inoperative.		
<b>WING ANTI-ICE COLD L and/or R</b>		Aircraft may be dispatched provided inboard leading edge wing bleed air anti-ice system is considered inoperative.		
<b>WXR FAIL</b>		Aircraft may be dispatched provided weather radar system is considered inoperative.		

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: CESSNA 525C		REVISION NO. 01 DATE: 07/09/2013		PAGE NO. 2-3
CYAN CAS Message		Dispatch Consideration		
<b>AC ALTERNATOR BEARING L and/or R</b>  <b>BATTERY FAULT</b> D (Aircraft with Lithium Ion battery)  *** <b>FDR FAIL</b>  <b>OIL FILTER BYPASS L and/or R</b>		Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual AC ALTERNATOR BEARING L and/or R cyan message procedure.  Aircraft may be dispatched provided BATTERY FAULT amber message is monitored.  Aircraft may be dispatched provided Flight Data Recorder (FDR) is considered inoperative.  Aircraft may be dispatched provided aircraft is operated in accordance with airplane flight manual OIL FILTER BYPASS L and/or R cyan message procedure.		