Civil Aviation Authority

SUPPLEMENT TO

FAA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

CESSNA 525A

REVISION 1

29 August 2012

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST

CESSNA 525A

SUPPLEMENT

Revision 1
29 August 2012

REVISION 1

This Master Minimum Equipment List (MMEL) Supplement is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type.

H A Fowler
For and on behalf of the
Civil Aviation Authority

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

Civil Aviation Authority
Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Attention: MMEL Unit

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	01 August 2003		
Revision 0a	25 February 2005		
Revision 1	29 August 2012		

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INTRODUCTION

GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. This Supplement identifies only the differences from the FAA MMEL for the Cessna 525A Series Citation, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviations given in this supplement supersede those given in the FAA MMEL.

2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.

3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.

4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Air Navigation Legislation / Operating Requirements".

5. This Supplement is based upon **Revision 2 (dated 27 March 2006)** of the FAA Approved CESSNA 525A MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA Supplement has been updated to confirm that issue as the base document.

6. This supplement identifies those items which are required to be modified from that defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry.

   Note 1: Some items are complete replacement entries whilst others modify only parts/sections of entries – in this latter case only the amended part/section is stated in this supplement.

   Note 2: The text presented in bold format within this document indicates:

   a) Additional or altered text introduced since the previous revision of this supplement, or

   b) Highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry.

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PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operator Certificates the MEL will be included in that Company's Operations Manual.

2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is dispatched, while still retaining the required level of safety.

3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.

4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DISPATCHED. **This also applies to items required** by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed, must be operative.

5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.

6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.

7. The MEL may not be less restrictive than the MMEL therefore the number of items required for despatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.

8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

PREAMBLE (Cont.)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible inter-related or additive effects and, if necessary, following consultation with appropriate engineering specialists.

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MMEL at which stations, in additional to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.

12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the Cessna MMEL Operational and Maintenance Procedures Guide has been taken as the minimum required.

13. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

    New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

DEFINITIONS

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 aircraft may be operated in accordance with this MMEL with the item removed.

   NOTE: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

3. "Rectification Interval" (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 were 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 were 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.

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

   NOTE: The operator's MEL should list the number installed in a particular aircraft.

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.

DEFINITIONS (Cont.)

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.

   NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 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 utilised 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 authorised 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 utilised 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: Where 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.

DEFINITIONS (Cont.)

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (**EU-OPS**) in force during the flight.

    Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within **EU-OPS**, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft 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 aircraft leaves the surface of the earth until it touches it at the next point of landing.

    NOTE: The definition differs from that given in the Air Navigation Order.

17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".

18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the UK this is the Civil Aviation Authority.

20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.

    When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.

    If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

DEFINITIONS (Cont.)

22. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

23. "Extended Over-water Flight": Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

    NOTE: The definition above is in accordance with that given in **Article 256(1)(a)** of the ANO. The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.

26. "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).

27. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations whereby there is a lack of replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

    NOTE: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

28. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

    NOTE: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

DEFINITIONS (Cont.)

29. Base documents used in the preparation of this MMEL are:

(a) FAA MMEL for Cessna 525A Series Citation, **Revision 2, dated 27 March 2006**.

(b) CAA Policy as at **29 August 2012**.

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HIGHLIGHTS OF REVISION

General These highlights reflect changes introduce as a consequence of reviewing FAA approved MMEL Revision 2 (dated 27 March 2006), and to reflect current policy.

Introduction Item 5 – amended to indicate that the base document is now Revision 2 of the FAA approved MMEL dated 27 March 2006.

Definitions Item 12 – References to JAR-OPS 1 changed to EU-OPS where applicable.

Item 24 – Air Navigation Order reference updated.

Item 29 – Updated to reflect current base documents.

ATA 25 EQUIPMENT/FURNISHINGS

25-4	Passenger Convenience Items	New supplement item.
25-8	Lavatory Door Ashtrays	Item deleted (FAA MMEL was accepted at Revision 1a).

ATA 26 FIRE PROTECTION

26-1	Portable Fire Extinguishers	Item deleted (FAA MMEL was accepted at Revision 1a).
26-2	Lavatory Fire Extinguisher System	The FAA MMEL at Revision 2 is acceptable.
26-3	Lavatory Smoke Detection System	The FAA MMEL at Revision 2 is acceptable.

ATA 33 LIGHTS

33-3	Wing Illumination Light	The FAA MMEL at Revision 2 is acceptable.

ATA 34 NAVIGATION

34-2	Standby Attitude Indicator	Item deleted.
34-7	Transponder	Revised to 'As required by Operating Requirements'.
34-14	GPWS	Re-identified differences from FAA MMEL shown in bold type. No change to relief.
34-15	Altitude Alerting System	Revised in line with EASA Policy.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
21 AIR CONDITIONING				
7. Cabin Altimeter	C	1	0	May be inoperative provided: a) Flight is conducted unpressurised, and b) Crew and passengers comply with any applicable oxygen requirements.
	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Gauge is operating normally, b) Cabin Altitude Warning System is operating normally, c) Cabin pressurisation auto schedule is operating normally, and **d) A chart is available to convert cabin differential pressure to cabin altitude.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTO FLIGHT				
1. Autopilot	C	-	0	(M) May be **wholly or partially** inoperative **for public transport operations,** provided **the composition of the flight crew is in accordance with the appropriate requirements of Air Navigation Legislation, or arrangements approved by the Authority.**
	C	**1**	**0**	**May be inoperative for aircraft flying for purposes other than public transport.** **<u>Note 1:</u> Any mode which functions normally may be used.** **<u>Note 2:</u> The altitude hold function is required to be operative for RVSM operations.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS				
3. Passenger Address (PA) System				
1) Passenger Configuration	**D**	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. Note: Any Station that operates normally may be used.
2) Cargo Configuration	D	1	0	May be inoperative unless procedures require its use.
4. Cockpit Voice Recorder (CVR) (If Installed)	**A**	**-**	**0**	**One or more may be inoperative provided:** **a) The aircraft does not exceed 8 further consecutive flights with the cockpit voice recorder unserviceable,** **b) Not more than 72 hours have elapsed since the cockpit voice recorder was found to be unserviceable, and** **c) Any flight data recorder required to be carried is operative.** **Note 1: This alleviation is not applicable to combined CVR/FDRs. For combined systems refer to JAR-OPS 1 MEL Policy document item 31-31.**
5. Boom Microphones	**-**	-	**-**	**One headset (including boom microphone) must be operative for each required crewmember on flight deck duty.**
8. High Frequency (HF) Communication System	D	-	**-**	Any in excess of those required **for the route to be flown, and not powered by an emergency bus,** may be inoperative. **Note: No further alleviation is permitted.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
2. **Flight Crew Member** Shoulder Harnesses	B	2	1	Right side may be inoperative for single pilot operations, however, the seat must remain unoccupied.
1) Inertia Reels	**A**	**-**	**-**	**May be inoperative provided:** **a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew Member, and** **b) Repairs or replacements are made within three calendar days.**
3. Emergency Locator Transmitter (ELT) (If installed)	**A**	**-**	**-**	**May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.**
	D	**-**	**-**	**Any in excess of those required may be inoperative.**
4. **Passenger Convenience Items**	**D**	**-**	**0**	**Passenger convenience items, as expressed in the operator's MEL, 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 air carrier's appropriate document** **<u>Note:</u> Lavatory door ashtrays (internal and external) are not considered passenger convenience items.**
6. Emergency Medical Equipment	**D**	-	-	Any in excess of those required may be incomplete or missing provided required distribution is maintained.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
26 FIRE PROTECTION				
2. Lavatory Fire Extinguisher System				**The FAA MMEL entry at Revision 2 is acceptable.**
3. Lavatory Smoke Detection System				**The FAA MMEL entry at Revision 2 is acceptable.**

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AIRCRAFT CESSNA 525A (Supplement)	REVISION NO DATE	Original Issue 01 August 2003	PAGE S30-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
6. Pitot Heaters (Pilot and Co-pilot)	B	2	1	One may be inoperative provided: a) **The aircraft is not operated in** known or forecast icing conditions, and b) Operations are in day VMC only. **<u>Note:</u> This system is required to be operative for RVSM operations.**
7 Static Pressure Port Heaters	B	4	3	One may be inoperative provided: a) **The aircraft is not operated in** known or forecast icing conditions, and b) Operations are in day VMC only. **<u>Note:</u> This system is required to be operative for RVSM operations.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
3. Flight Data Recorder (FDR) System	A	-	0	One or more may be inoperative provided: **a) The aircraft does not exceed 8 further consecutive flights with the flight data recorder unserviceable,** **b) Not more than 72 hours have elapsed since the flight data recorder was found to be unserviceable, and** **c) Any cockpit voice recorder required to be carried is operative.** **<u>Note 1:</u> This alleviation is not applicable to combined CVR/FDRs. For combined systems refer to JAR-OPS 1 MEL Policy document item 31-31.** **<u>Note 2:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:** **a) Loss of flight recording function is evident to flight crew during the pre-flight check, or** **b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or** **c) Analysis of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete), required to be recorded for the particular aircraft, are not being recorded properly.** **<u>Note 3:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aircraft operator in accordance with approved maintenance procedures.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS				
3. Wing Illumination Light				**The FAA MMEL entry at Revision 2 is acceptable.**
4. Cockpit and Instrument Lighting Systems	**C**	**-**	**0**	**May be inoperative for daylight operations.**
	C	-	-	Individual lights may be inoperative provided the 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 flight crewmembers eyes, c) Lighting configuration and intensity is acceptable to flight crew, **and** **d) Flight deck emergency lighting is verified to be operative.**
11. Flashing Beacon Light System	C	1	0	**May be inoperative for daylight operations provided the light(s) is (are) repaired at the earliest practicable opportunity.** **<u>Note:</u> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with engine(s) running.**
19. Cabin Dropped Aisle Lighting System (If Installed)	**A**	1	**1**	**As required by Air Navigation Legislation. Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.** **If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
2. Standby Attitude Indicator (3rd Attitude Indicator)				Deleted
7. ATC Transponder and Automatic Altitude Reporting Systems	**-**	-	-	**As required by Operating Requirements.**
8. Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums and operational procedures do not require its use. **<u>Note 1:</u> If the loss of the radio altimeter prohibits the normal operation of the GPWS / TAWS, the dispatch deviation and rectification interval for an inoperative GPWS / TAWS must be observed. Refer to 34-14.** **<u>Note 2:</u> If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed. Refer to 34-13.**
9. Altitude Alerting System	**B**	1	0	(O) May be inoperative provided an autopilot with altitude hold is operative. **<u>Note:</u> The altitude alerting system is required to be operative for RVSM operations.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Cont…)**				
10.	Navigation Equipment (VOR/ILS, LORAN, RNAV, OMEGA/VLF, INS, GPS, DOPPLER) (If installed)	C	-	-	**Any installed equipment in excess of that required may be inoperative provided the equipment or combinations of equipment needed to satisfy the minimum navigation (or area navigation) performance requirement for the route or region of operation is available.** **When preparing the MEL the operator should itemise the equipment/combinations of equipment needed for the particular operations for which the aircraft is approved. The effect of subsequent additional equipment failure should also be considered.** **Items which are installed but not required may be inoperative provided there is no effect on workload, crew training, procedures etc.**
12.	Standby Magnetic Compass	B	1	0	May be inoperative provided **at least two independent stabilised compass systems are installed and operative.**
13.	**Airborne** Collision and Avoidance System (ACAS II) (If installed)				
	(1) ACAS II System	**A**	**-**	**0**	**(O)(M) May be inoperative provided the system is deactivated and secured, and** **a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and** **b) Repairs or replacements must be carried out within 10 calendar days.**
	(2) Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Displays	C	**-**	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.

(Cont…)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont…)				
13. Airborne Collision and Avoidance System (ACAS II) (If installed) (Cont…)				
(3) Resolution Advisory (RA) Display System(s)	C	**-**	1	(O) One may be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) **All** Traffic Alert (TA) **display elements and voice command** audio functions are operative, and b) TA only mode is selected by the crew.
(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided **all installed** RA display and audio functions are operative.
14. Ground Proximity Warning System (GPWS) **(Including TAWS)** (If Installed)	A	-	0	May be inoperative provided **repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.** **<u>Note:</u> If any of the Terrain Avoidance Modes 1-4 or the Test Mode are inoperative, then the GPWS is considered inoperative.**
(1) Glideslope Deviation (Mode 5)	**B**	**-**	0	May be inoperative.
	C	**-**	0	May be inoperative **for day VMC only.**
(2) Advisory Callouts (If Installed)	C	-	0	(O) **May be inoperative provided alternate procedures are established and used.** **<u>Note:</u> Check Flight Manual Limitations for approach minimums.**
(3) Windshear Mode (If Installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

(Cont…)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont…)				
14. Ground Proximity Warning System (GPWS) **(Including TAWS)** (If Installed) (Cont…)				
(4) **Terrain Awareness & Warning System (TAWS) (where required)**	**A**	**-**	**0**	**May be inoperative provided:** **a) The GPWS functions are operative, and** **b) Repairs or replacements are carried out within 10 calendar days.**
15. Navigation Databases	**A**	-	-	**(O)** May be out of currency provided: a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch, b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, and **c) The navigation database is updated to the current standard within 10 calendar days.**
18. Automatic Dependent Surveillance – Broadcast (ADS-B) System	D	-	**-**	**Any in excess of those required may be inoperative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN				
1. Passenger Oxygen System	C	1	0	**(M) As required by Air Navigation Legislation. The automatic presentation system may be inoperative provided:** **a) The manual deployment system operates normally, and** **b) The flight is limited to FL 300 or below.**
	B	**1**	**0**	**(O) May be inoperative provided:** **a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL,** **b) Both air conditioning packs operate normally,** **c) All other components of the pressurisation system operate normally,** **d) Maximum flight altitude does not exceed FL 250,** **e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, and** **f) Passengers are appropriately briefed.** **<u>Note:</u> The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate of airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.** **The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL 250 / 300. Provided the operator supplies the required amount of oxygen, dispatch is considered acceptable.** **(Cont…)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN 1. Passenger Oxygen System (Cont…)				**Since there are a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:** **a) The date of first issue of a certificate of Airworthiness for individual aircraft,** **b) The aircraft altitude and cabin altitude on routes flown, and** **c) The numbers of passengers and crew carried.**

CIVIL AVIATION AUTHORITY
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53 FUSELAGE				
1. Fuselage adjacent to Main Static Vents/Pitot/Static Systems	**-**	**-**	**-**	**(M) For RVSM operations, fuselage damage must be within approved limits.**

Civil Aviation Authority

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
78 ENGINE EXHAUST				
1. Thrust Attenuators (SN's 1-299)	C	2	0	(O) **(M)** May be inoperative provided: a) Both attenuators are hydraulically locked in the stowed position, **b) AFM performance limitations and abnormal procedure 'Dispatch with Attenuator Stowed' are complied with.** **c) Operations on wet / contaminated runway surfaces are prohibited.**

Civil Aviation Authority

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