

JOINT AVIATION AUTHORITIES

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

CESSNA CE-750

ORIGINAL REVISION

JOINT AVIATION AUTHORITIES
MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

Revision: Original
Date: 20 June 2003

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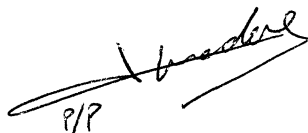
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This Master Minimum Equipment List (MMEL) Supplement is issued by the Joint Aviation Authorities at the above revision and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by and operated under the jurisdiction of JAA member States National Authorities.

This JAA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL at Revision 1b (dated 17 October 2002).

signed by

A handwritten signature in black ink, appearing to read 'G. Rebender', is written over a horizontal line. Below the signature, the initials 'P/P' are written.

Georges Rebender

Operations Director, JAA

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	20 June 2003		

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PREAMBLE

The following is applicable for authorized certificate holders operating under Authorities Operating Requirements (JAR-OPS). The JAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Requirements must be operative. However, the requirements also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder and approved by the JOEB on behalf of the Authorities to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The JAA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the JAA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator's MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator's MELs, may include items not contained in the MMEL, relief for these items must be authorized by the appropriate Authority. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

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

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

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The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectification's be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment.

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

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

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

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

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

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DEFINITIONS AND EXPLANATORY NOTES

The definition (s) presented here are additional to any which are otherwise applicable:

1. FAA MMEL Definition 7. ER: The reference in this FAA definition is to "Advisory Circular 120-42A ". For the purposes of this JAA MMEL Supplement this reference is to be augmented by JAA Information Leaflet No. 20, until the relevant ETOPS requirements are included in JAR OPS 1. The JAA IL-20 is now published as JAA GAI-20 ACJ 20X6 "Temporary Guidance Material for Extended Range Operation with Two-Engine Airplanes ETOPS Certification and Operation", dated 1 May 2002.
2. Extended Overwater Flight: Refer to JAR-OPS 1 Subpart K for definition.
3. Combustible Material: Material which is capable of catching fire and burning.

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

4. Rectification Intervals: The following Definitions are used throughout this document.

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.

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DEFINITIONS AND EXPLANATORY NOTES (Cont.)

4. **Rectification Intervals** (cont.):

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

Category D

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

5. **As required by Operating Requirements**: The associated item must comply with JAR-OPS 1 or any other legislation in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L.

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GUIDANCE FOR USE OF THIS SUPPLEMENT

1. **Aircraft Model Applicability**

This Supplement is applicable to the Cessna CE-750 only.

2. **Treatment of STCs**

The FAA MMEL may include MMEL relief for some equipment and modifications which have been approved as FAA Supplemental Type Certificates (STCs). The JAA review MMEL relief only for those STCs which have been subject to approval in accordance with the JAA STC approval procedures (JAR-21 Sub-subpart N-E). The STCs for which the JAA have completed an assessment are listed below:-

JAA STCs for which the FAA MMEL relief has been reviewed and accepted by JAA:

- **None** at the Original Revision of this supplement

MMEL relief for STCs granted in the relevant FAA MMEL revision is not permitted by JAA unless the STC is included in the above list of STCs reviewed by JAA.

NOTE: For FAA STCs which have been subject to National Approval(s) only, the Authority of the State of Registry may determine the applicability of the MMEL relief as defined in the FAA MMEL.

3. This supplement defines the standard of MMEL approved for the above aircraft type by the members of the Joint Aviation Authorities (JAA) by identifying the differences from the FAA MMEL at the latest revision.

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GUIDANCE FOR USE OF THIS SUPPLEMENT (Cont.)

4. The information presented in the FAA MMEL for the aircraft type is acceptable to JAA except where superseded by an item in this supplement.

NOTE: Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL. Where an item in this supplement does not appear in the FAA MMEL, the number will be preceded by "J", and the sequential reference will commence from "1" again (e.g. J52-00-1 would be the first JAA specific item in ATA Chapter 52). Such items will be placed at the end of the related chapter.

5. 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 JAA and/or by applicable National Operating Regulations".
6. The Preamble and Definitions of the FAA MMEL, adjusted by use of JAA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA MMEL.
7. This supplement is based upon the FAA approved Cessna CE-750 MMEL up to Revision 1b dated 17 October 2002. Additional MMEL alleviation provided by later issues of the FAA MMEL must not be used until this JAA Supplement has been updated to confirm that issue as the base document.
8. The text presented in **bold** format within this document highlights parts of the JAA MMEL Supplement entry which differ from the FAA MMEL entry.

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		(2) Cat	(3) Number installed
			(4) Number required for dispatch
			(5) Remarks or Exceptions
<u>21 Air Conditioning</u>			
5. Cabin Pressure Control System			
(1) Automatic Schedule Mode	C	1	0
			May be inoperative provided: <ul style="list-style-type: none"> (a) Altitude Select Mode is operative, (b) Cabin altimeter is operative, (c) Cabin vertical speed Indicator is operative, (d) Cabin Differential Pressure Gauge is operative, and (e) Aircraft is operated at or below FL410. <p>Note: The other entries for altitude select mode and manual control mode in revision 1b of the Cessna MMEL are acceptable.</p>

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
<u>22 Auto Flight</u>					
1. Autopilot System	B	2	1	(O) May be inoperative provided: (a) Operations do not require the use of the autopilot, (b) Automatic cabin pressure control system is operative in the automatic schedule and altitude select modes, and (c) Aircraft is operated at or below FL410. Note: An automatic altitude control system is required to be operative for RVSM operations.	
4. Autopilot Disengage Switches	C	2	1	(O) Either the pilot's or the copilot's control wheel switch may be inoperative provided: (a) The autopilot is not used below 1,500ft AGL , (b) NWS is verified to be operative, (c) Pitch trim is verified to be operative, and (d) Pilot flying must have operational autopilot disengage switch.	
6. Autopilot Disconnect	C	2	1	One may be inoperative provided the autopilot is not used below 1,500ft AGL .	

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number installed			(5) Remarks or Exceptions
		(4) Number required for dispatch			
<u>23 Communications</u>					
1. VHF Communications Systems	-	-	-	-	As required by Operating Requirements.
3. Cockpit Voice Recorder (CVR) System	-	-	-	-	As required by Operating Requirements.
4. Boom Microphones	-	-	-	-	As required by Operating Requirements.
6. Headsets	-	-	-	-	As required by Operating Requirements.
14. High Frequency (HF) Communication Systems	-	-	-	-	As required by Operating Requirements.

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(1) System & Sequence Numbers Item	(2) Cat			
		(3) Number installed		
			(4) Number required for dispatch	
				(5) Remarks or Exceptions
<u>24 Electrical Power</u>				
2. Main Ship Batteries				
(1) Aircraft with Parallel Electrical System	B	2	1	<p>(M)(O) One may be inoperative provided:</p> <p>(a) The affected battery is disconnected and the connector is stowed,</p> <p>(b) The APU is running and the APU generator is verified operating,</p> <p>(c) The maximum altitude is FL310, and</p> <p>(d) The affected battery switch remains in the OFF position.</p> <p>Note: Operators should include an (O) procedure in their MEL to increase the total block fuel to cover the fuel consumption of running the APU.</p>
(2) Aircraft with Split Bus Electrical System	-	2	2	Both batteries must be operative.
3. Engine Driven Generators				
(1) Aircraft with Parallel Electrical System	B	2	1	<p>(M)(O) One may be inoperative provided:</p> <p>(a) The APU is running and the APU generator is verified operating, and</p> <p>(b) The maximum altitude is FL310.</p> <p>Note: Operators should include an (O) procedure in their MEL to increase the total block fuel to cover the fuel consumption of running the APU.</p>
(Cont..)				

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>24 Electrical Power</u>				
3. Engine Driven Generators (Cont.)				
(2) Aircraft with Split Bus Electrical System	B	2	1	(M)(O) LH GEN may be inoperative provided: (a) DC POWER XTIE switch is CLOSED, (b) The APU is running and the APU generator is verified operating by selecting RH GEN to OFF, verify that the load is picked up, then turn RH GEN to ON, and (c) The maximum altitude is FL310. Note: Operators should include an (O) procedure in their MEL to increase the total block fuel to cover the fuel consumption of running the APU.
	B	2	1	(M)(O) RH GEN may be inoperative provided: (a) DC POWER XTIE switch is OPEN, (b) The APU is running and the APU generator is verified operating, and (c) The maximum altitude is FL310. Note: Operators should include an (O) procedure in their MEL to increase the total block fuel to cover the fuel consumption of running the APU.

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number installed			(5) Remarks or Exceptions
		(4) Number required for dispatch			
<u>25 Equipment/Furnishings</u>					
3. Emergency Locator Transmitter (ELT) (If installed)	-	-	-	-	As required by Operating Requirements.
6. First Aid Kits	-	-	-	-	As required by Operating Requirements.
7. Flight Deck Sunvisors	D	2	0	0	May be inoperative, if acceptable to the flight crew , provided the sunvisor(s) does not obstruct either pilots' field of view for take-off and landing.
9. Chart Holders	C	2	0	0	
(1) Lights	C	2	0	0	May be inoperative provided alternative chart holder lighting is available for night operations.

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		(3) Number installed		
			(4) Number required for dispatch	
				(5) Remarks or Exceptions
<u>30 Ice and Rain Protection</u>				
1. Pitot Heaters	B	3	2	<p>One may be inoperative provided:</p> <p>(a) Aircraft is operated in VMC,</p> <p>(b) Aircraft is not operated in visible moisture with static air temperature less than +10°C, and</p> <p>(c) Aircraft is not operated into known or forecast icing conditions.</p> <p>Note: The pitot heating systems are required to be operative for RVSM operations.</p>

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(1) System & Sequence Numbers Item	(2) Cat.				
<p><u>31 Indicating / Recording Systems</u></p> <p>2. Flight Data Recorder (FDR) (If installed)</p> <p>6. Aircraft Maintenance Test system</p> <p>(1) ACFT MAINTENANCE Annunciation</p>				(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
				<p>As required by Operating Requirements.</p> <p>This entry is not accepted by the JAA.</p>	

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		(4) Number required for dispatch			
<u>33 Lights</u>					
1. Anti-Collision Light System (Strobe)	-	-	-	-	As required by National Rules of the Air or their equivalent.
6. FASTEN SEAT BELT and NO SMOKING Signs	-	-	-	-	As required by Operating Requirements.
11. Taxi Lights	C	2	0	0	May be inoperative for day operations.
	C	2	0	0	May be inoperative for night operations provided both landing lights are operative.
13. Floor Proximity Emergency Escape Path Marking System Lights	-	-	-	-	As required by Operating Requirements.
17. Exterior Emergency Lighting	-	-	-	-	As required by Operating Requirements.
20. Beacon Light System	-	-	-	-	As required by National Rules of the Air or their equivalent.

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(4) Number required for dispatch					
<u>34 Navigation</u>					
2. Weather Radar System	-	-	-	-	As required by Operating Requirements.
5. Marker Beacon Receiver System	-	-	-	-	As required by Operating Requirements.
6. Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems	-	-	-	-	As required by Operating Requirements.
7. Navigation Systems					
(1) VOR / ILS	-	-	-	-	As required by Operating Requirements.
(2) Flight Management Systems (FMS)	C	-	0	0	Any in excess of those required may be inoperative provided the functions are not required by other MMEL procedures.
(3) Navigation Databases	A	-	0	0	(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.

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(5) Remarks or Exceptions					
<u>34 Navigation</u>					
8. Flight Director System	B	2	1	1	May be inoperative provided: <ul style="list-style-type: none"> (a) It is verified that the Command Bars will remain retracted from view, (b) Approach minima do not require the use of the Flight Director, and (c) Autopilot system is considered to be inoperative – refer to 22-1.
9. Ground Proximity Warning System (GPWS)	-	-	-	-	As required by Operating Requirements.
(1) Windshear Mode	C	-	0	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) Alternate procedures are established and used, and (b) Windshear detection and avoidance system operates normally. (O) May be inoperative provided: <ul style="list-style-type: none"> (a) Alternate procedures are established and used, and (b) Takeoffs and landings are not conducted in known or forecast windshear conditions. Note: For all other modes refer to Operating Requirements.
10. Airborne Collision Avoidance System (ACAS II)	-	-	-	-	As required by Operating Requirements.

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		(5) Remarks or Exceptions			
<u>34 Navigation</u>					
11. Altitude Alerting System	A	2	0	(O) May be inoperative provided:	
				(a) Autopilot with altitude hold is operative	
				(b) Enroute operations do not require its use, and	
				(c) Repairs are made within three flight days.	
				Note: The altitude alerting system is required to be operative for RVSM operations.	
15. Long Range Navigation Systems (IRS, GPS etc.)	-	-	-	As required by Operating Requirements.	
18. Traffic Collision Avoidance System (TCAS I)	-	-	-	This item is not applicable.	

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		(3) Number installed			
			(4) Number required for dispatch		
				(5) Remarks or Exceptions	
<u>35 Oxygen</u>					
1. Passenger Oxygen System	-	-	-	As required by Operating Requirements.	

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		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>52 Doors</u>				
8. Precooler Door	C	1	0	May be open provided: (a) Aircraft is not operated in visible moisture with the static air temperature less than +10°C, and (b) Aircraft is not operated in known or forecast icing conditions.

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(1) System & Sequence Numbers Item	(2) Cat.				
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				(5) Remarks or Exceptions	
<u>73 Engine Fuel and Control</u>					
2. Active Engine Mount System	-	-	-		Moved to ATA section 71.

JOINT AVIATION AUTHORITIES

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

AIRCRAFT Cessna CE-750		REVISION NO: Original DATE: 20 June 2003		PAGE S78-1
(1) System & Sequence Numbers Item	(2) Cat.	(3) Number installed		
		(4) Number required for dispatch		(5) Remarks or Exceptions
<u>78 Engine Exhaust</u> -31-1 Thrust Reversers	C	2	0	(M) (O) One or both may be inoperative provided: (a) Thrust reversers are secured in the forward thrust position, (b) Performance is not predicated on the use of the thrust reversers, and (c) Appropriate performance adjustments are applied in accordance with the AFM.