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F L E E T   M I N I M U M   E Q U I P M E N T   L I S T

SINGLE ENGINE AIRCRAFT

CESSNA 172 / 210-5(205)  
Part 135 FLEET

MINIMUM EQUIPMENT LIST  
 CESSNA 172 / 210-5(205) FLEET  
 SINGLE ENGINE AIRCRAFT

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**Flight Day**

Flight Day is defined as a 24 hour period (from midnight to midnight) using local time zone.

Morcom Aviation Services, Inc dba Regal Air  
10100 30<sup>th</sup> Avenue West, Hangar C-51  
Paine Field, Everett, WA 98204

Dated: 09/20/2017  
Revision: #2  
Page I

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**Log of Revisions**

REV.NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL	12/22/2011	ALL PAGES	CKS
#1	1/7/2017	ALL PAGES	CKS
#2	9/20/2017	Replace Log of Revisions <b>Page</b> , Replace Control <b>Page</b> , Replace Highlights of Change <b>Page</b> & Remove Sequence Numbers & Item <b>-01</b> , Navigation Databases, <b>Page 34-4</b>	CKS

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Control Page

SYSTEM	PAGE	Morcom Aviation Services, Inc dba Regal Air MEL Rev:			
		DATE	REV#	DATE	REV#
Cover Page	-	12/22/2011	ORIGINAL	01/07/2017	#1
Table of Contents	I	12/22/2011	ORIGINAL	01/07/2017	#1
Log of Revisions	II	12/22/2011	ORIGINAL	09/20/2017	#2
Control Page	III	12/22/2011	ORIGINAL	09/20/2017	#2
Highlights of Change	IV	12/22/2011	ORIGINAL	09/20/2017	#2
Definitions	V - IX	12/22/2011	ORIGINAL	01/07/2017	#1
Preamble	X - XI	12/22/2011	ORIGINAL	01/07/2017	#1
Regulations Reference	XII - XV	12/22/2011	ORIGINAL	01/07/2017	#1
Guidelines for (O) & (M) Procedures	XVI -XXXIV	12/22/2011	ORIGINAL	01/07/2017	#1
21	21-1	12/22/2011	ORIGINAL	01/07/2017	#1
23	23-1	12/22/2011	ORIGINAL	01/07/2017	#1
	23-2	12/22/2011	ORIGINAL	01/07/2017	#1
25	25-1	12/22/2011	ORIGINAL	01/07/2017	#1
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	25-3	12/22/2011	ORIGINAL	01/07/2017	#1
26	26-1	12/22/2011	ORIGINAL	01/07/2017	#1
27	27-1	12/22/2011	ORIGINAL	01/07/2017	#1
28	28-1	12/22/2011	ORIGINAL	01/07/2017	#1
30	30-1	12/22/2011	ORIGINAL	01/07/2017	#1
31	31-1	12/22/2011	ORIGINAL	01/07/2017	#1
32	32-1	12/22/2011	ORIGINAL	01/07/2017	#1
33	33-1	12/22/2011	ORIGINAL	01/07/2017	#1
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	34-4	12/22/2011	ORIGINAL	09/20/2017	#2
37	37-1	12/22/2011	ORIGINAL	01/07/2017	#1
77	77-1	12/22/2011	ORIGINAL	01/07/2017	#1

NOTE:

This MEL is based upon the MMEL for Single-Engine Airplanes,  
 Revision #2, Dated: 09/20/2017

Approved-FAA, SEATTLE FSDO-01

11/06/2017  
 Date

  
 Signature

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**Highlights of Change**

M MEL Policy Letter (PL)-98, Revision 1: corrects the regulatory non-compliance found in revision 0 for an out of currency navigation database. An out-of-currency (aka: out-of-date or expired) navigation database does not meet the definition of inoperative and is not authorized MMEL relief.

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## Definitions

1. **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
2. **System Definitions.**

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

  - a. **Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
  - b. **Repair Category.** See definition #24.
  - c. **Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
  - d. **Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
  - e. **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - f. **Provisos.** Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
  - g. **Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
  - h. **Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.

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## Definitions

3. **Airplane Flight Manual (AFM).** The FAA-approved AFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM. The FAA requires an approved flight manual for aircraft type certification.
4. **As Required by 14 CFR.** When the MMEL states, “As Required by 14 CFR,” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term “14 CFR” has replaced “FAR” as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym “FAR”; therefore, this acronym is acceptable and retained in PL-25 and this definition.
5. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
6. **Considered Inoperative.** The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
7. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
8. **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed..
9. **Day of Discovery.** This is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar days or flight days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
10. **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.

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11. **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
12. **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
13. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
14. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
15. **Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
16. **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
17. **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
18. **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
19. **Is Not Used.** The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
20. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.



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21. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
- Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
22. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
23. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
- A. **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
  - B. **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
  - C. **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
  - D. **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
24. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

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### Definitions

25. **Triple Asterisk (\*\*\*)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
26. **Visible Moisture**. An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
27. **Visual Flight Rules (VFR)**. VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
28. **Visual Meteorological Conditions (VMC)**. VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
29. **(M)**. This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
30. **(O)**. This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
31. **Electronic Fault Alerting System**. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

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Preamble, Revision 4, 08/15/1997

Preamble  
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules 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 FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator 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 MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. 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 and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations 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.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs 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 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator 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 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

**Morcom Aviation Services, Inc dba Regal Air  
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Preamble, Revision 4, 08/15/1997

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

**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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**REGULATIONS REFERENCE**

<b>PL-025 Appendix A</b>			
Applicable Sections in 14 CFR Parts 91, 121, 125, 129, 135 Regulations current as of June 19, 2012 THIS LISTING IS FOR GUIDANCE ONLY AN IS NOT ALL INCLUSIVE. Any questions regarding the applicability of a particular regulation should be resolved by a review of the regulation involved.			
ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 21		Ozone Converters	121.578
ATA 23	029	Cockpit Voice Recorder (CVR) System	91.609, 91.1045, App E 121.359 125.227 129.24 135.151
	058	Flight Deck Headsets/Headphones	91.511 121.318, 121.349, 121.359 125.203, 125.227 135.151, 135.165
	106	High Frequency (HF) Communication Systems	91.511 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
		Passenger Address System	121.318
	SATCOM	Satellite Communication System	121.99, 121.122, 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
	095	VHF and UHF Communications Systems	91.126, 91.127, 91.129, 91.130, 91.131, 91.135, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165

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**REGULATIONS REFERENCE**

ATA 25		Crash Ax/Crow Bar	91.513 121.309 125.207 135.177
	120	Emergency Locator Transmitter (ELT)	91.205, 91.207 121.353, 121.339
	073	Emergency Medical Equipment (AED, EMK, FAK)	91.513 121.803, Appendix A 125.207 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	91.205, 91.509 121.339, 121.340 125.209 135.167
		Flashlight Stowage/Charger Assemblies (Including Flashlights)	121.310 135.107, 135.178
	097	Flight Attendant Seat Assembly (Single or Dual Position)	91.533 121.391 125.269 135.107
	047	Megaphones	91.513 121.309 125.207
	056	Observer Seat	Aircraft operated under Part 91 are not required to have an observer seat 135.75
ATA 26	075	Portable Fire Extinguishers	91.513, 91.525 121.309 125.119 135.155
ATA 31		Clocks	91.205
	087	Flight Data Recorder (FDR) System	91.609, 91.1045, App E 121.343, 121.344, 121.344a, Appx M 125.225, 125.226 129.20 135.152
ATA 33	123	Passenger Notice System (Lighted Information Signs)	91.517 125.207, 125.217 135.127, 135.177
	72	Wing Icing Detection Lights	91.527 121.341

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ATA 34		ADF Systems	91.205 121.347, 121.351 125.203
	039	Altitude Alerting System	91.219, App G
	076	ATC Transponder/Automatic Altitude Reporting Systems	91.130, 91.131, 91.135, 91.215, App G (RVSM)
	105	Automatic Dependent Surveillance - Broadcast (ADS-B) System	None
	003	Distance Measuring Equipment (DME)	91.205 121.349 125.203 129.17
		Flight Management Computer System (FMCS)	91.205 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
	054, 067	Ground Proximity Warning System (GPWS)	91.223, 91.1045 121.354, 121.358 135.154
		Instrument Landing System (ILS)	121.347, 121.349 129.17 135.165
		Long Range Navigation Systems (GPS, INS, Loran, Omega)	121.351, 121.355 125.267
		Marker Beacon System	Part 91 App A (Cat II Operations) 121.349 125.203 129.17 135.165
	111	Standby Attitude Indicator	91.205, 91.507 121.305 135.149, 135.159

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**REGULATIONS REFERENCE**

ATA 34 (cont'd)		Thunderstorm Detection	135.173
	032	Traffic Collision and Avoidance System (TCAS)	91.221, 91.1045, App G (RVSM) 121.356 125.224 129.18 135.180
		VOR Navigation Systems	91.131, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
	067	Weather Radar System	91.1045 121.357, 121.358 125.223 135.175
ATA 35		Oxygen System (Chemical or Gaseous)	91.211 121.329, 121.331, 121.333, 121.574 125.219 135.157
		Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	121.329, 121.333
	043	Protective Breathing Equipment (PBE)	121.337



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## Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

Cover Page	Updated to Revision 1.
Table of Contents	Updated to incorporate Revision 1 changes.
Log of Revisions	Updated to incorporate Revision 1 changes.
Control Pages	Updated to incorporate Revision 1 changes.
Highlights of Change	Updated to reflect changes to Revision 1.
Definitions	Definitions statement updated to current policy.
Preamble	Preamble statement updated to current policy.
Regulations Reference	Page added for reference to Regulations in Policy Letter 25.
Guidelines [(O) & (M)]	Updated to incorporate Revision 1 changes.

### ATA 21

- 00-01 Air Conditioning System ATA number and proviso updated.
- 20-01 Fresh Air Vent ATA number updated.
- 30-01 Environmental Control System (ECS) relief added.
- 31-01 Pressurization Controller relief added.
- 32-01 Cabin Differential Pressure Gauge relief added.

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**ATA 21 (Continued)**

- 32-03 Cabin Vertical Speed Indicator relief added.
- 34-01 Cabin Altitude Warning System relief added.
- 40-01 Heating System relief added.
- 50-01 Vent Blower System relief relocated and renumbered in accordance with the ATA Numbering System, “\*\*\*” added, and the number installed changed from one to variable.

**ATA 22**

- 10-01 Autopilot System relief title, numbering system, and proviso updated, and “\*\*\*” and “O” procedure added.
- 10-02 Autopilot Disconnect Functions relief title and functions format updated, and “\*\*\*” added.
- 01 (Autopilot Disconnect Functions Quick Release) Emergency Controls relief updated.
- 02 (Autopilot Disconnect Functions Quick Release) Emergency Controls relief updated.
- 10-03 Go Around Button relief added.
- 10-04 Yaw Damper relief added.

**ATA 23**

- 00-01 Communications System ATA System number and “\*\*\*” added.
- 01 Yoke Mounted Press To Talk Switches ATA number and repair category updated, and “\*\*\*” added.
- 02 Flight Phone/SATCOM System relief added.

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**ATA 23 (Continued)**

- 10-01 High Frequency (HF) Communication System relief added.
- 01 High Frequency (HF) Communication System Wire Antenna relief added.
- 20-01 Data Relief added.
- 30-01 WIFI Internet System relief added.
- 40-01 Intercom System relief added.
- 01 (Intercom System) Cockpit relief added.
- 02 (Intercom System) Cabin relief added.
- 40-02 Passenger Address (PA) System relief added.
- 01 Passenger Address (PA) System (Passenger Configuration) relief updated.
- 02 Passenger Address (PA) System (Cargo Configuration) relief updated.
- 50-01 Boom Microphone System (Headset Microphone) relief added.
- 50-02 Headset Audio System (Excluding Boom Microphone) relief added.
- 50-03 Hand Microphone relief added.

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**ATA 23 (Continued)**

- 50-04 Hand Microphone Jack relief added.
- 50-05 Hand Microphone Holder relief added.
- 50-06 Cockpit Overhead Communication Speaker relief updated.
- 60-01 Static Wicks relief added.

**ATA 24**

- 10-01 Standby Electrical System relief updated with the ATA Numbering System and “\*\*\*\*” added.
- 40-01 External Power System relief added.

**ATA 25**

- 00-01 Required Documents Holder relief added.
- 10-01 Flight Crew Seat (Per Seat) relief added.
- 01 [Flight Crew Seat (Per Seat)] Armrest relief added.
- 02 [Flight Crew Seat (Per Seat)] Lumbar Support relief added.
- 03 [Flight Crew Seat (Per Seat)] Recline/Tilt Function relief added.

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**ATA 25 (Continued)**

- 04 [Flight Crew Seat (Per Seat)] Restraint Buckle Protective Padding (Does Not Include Padding For Airbag Equipped Aircraft) relief added.
- 05 [Flight Crew Seat (Per Seat)] Vertical Adjustment relief added.
- 06 [Flight Crew Seat (Per Seat)] Seatbelt/Shoulder Harness relief added.
- 07 [Flight Crew Seat (Per Seat)] Airbag relief added.
- 10-02 Cockpit Sunvisor System And/Or Attach Mechanism relief added.
- 10-03 Yoke Mounted Chart Holder relief added.
- 10-04 Yoke Mounted Chart Holder Light relief added.
- 20-01 Passenger Seat relief updated.
- 01 (Passenger Seat) Armrest relief added.
- 01 (Passenger Seat) Armrest With Recline Mechanism relief added.
- 02 (Passenger Seat) Armrest Without Recline Mechanism relief added.
- 02 (Passenger Seat) Adjustable Headrest.

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**ATA 25 (Continued)**

- 03 (Passenger Seat) Seat Belt/Shoulder Harness relief added.
- 04 (Passenger Seat) Lumbar Support relief added.
- 05 (Passenger Seat) Airbag relief added.
- 20-02 ATA Numbering System assigned to Non-Essential Equipment & Furnishings (NEF) relief.
- 30-01 Cabin Storage Compartment relief added.
- 50-01 Cargo Restraint Systems relief updated.
- 60-01 Emergency Medical Equipment relief updated and expanded.
- 01 [Automatic External Defibrillator (AED)] proviso added.
- 02 [Emergency Medical Kit (FAK)] proviso added.
- 03 [First Aid Kit (FAK)] proviso added.
- 60-02 Life Preserver (Crew And Passenger) relief updated from Flotation Equipment relief.
- 60-03 Survival Kit relief added.

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**ATA 25 (Continued)**

- 62-01 Emergency Locator Transmitter (ELT) relief updated to ATA Numbering System and relocated from ATA 23 in Version Oa.
- 01 [Emergency Locator Transmitter (ELT)] Survival Type ELTs relief updated to ATA Numbering System and relocated from ATA 23 in Version Oa.
- 02 [Emergency Locator Transmitter (ELT)] Fixed ELTs relief updated to ATA Numbering System.
- 03 [Emergency Locator Transmitter (ELT)] Remote ELT Switch relief added.

**ATA 26**

- 00-01 Smoke Hood relief added.
- 00-02 Smoke Goggles relief added.
- 22-01 Portable Fire Extinguisher relief updated to ATA Numbering System.

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**ATA 27**

- 00-01 Trim Tab Position Indicators (Rudder, Aileron, and Elevator) relief updated.
- 10-01 Aileron Trim relief added.
- 20-01 Rudder Trim relief added.
- 31-01 Electric Elevator Trim System relief restructured and updated.
  - 01 (Electric Elevator Trim System) Aircraft With Autopilot relief added.
  - 02 (Electric Elevator Trim System) Aircraft Without Autopilot relief added.
- 50-01 Flap Position Indicator relief relocated and updated.
- 70-01 Rudder Gust Lock relief added.

**ATA 28**

- 10-01 Fuel Cap Lock relief added.
- 40-01 Fuel Quantity Indicator relief updated.



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**ATA 30**

- 00-01 TKS Ice Protection System relief added.
- 10-01 Surface Deicing System Failure To Inflate (All Aircraft Surfaces)(Non TKS Aircraft Only) relief added.
- 30-01 Pitot Heater relief updated.
- 30-02 Stall Vane Heat relief added.
- 40-01 Windshield Ice Protection System relief added.
- 60-01 Propeller Ice Protection System relief updated.

**ATA 31**

- 20-01 Clock With Sweep Second Hand Or Electric Digital Clock relief updated.
- 20-02 Hour Meter relief updated.
- 20-03 Elapsed Timer relief updated.
- 30-01 Engine Trend Monitoring System relief added.

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**ATA 32**

-42-01 Parking Brake relief updated.

**ATA 33**

-10-01 Cockpit And Instrument Lighting System relief updated.

-10-02 Windshield Ice Detector Light relief added.

-10-03 Courtesy Light/External Utility (Excluding Wing Ice Detect Light) relief updated.

-20-01 Cabin Interior Lighting System relief updated.

-01 (Cabin Interior Lighting System) Passenger Configuration relief added.

-02 (Cabin Interior Lighting System) Cargo Only Configuration relief added.

-20-02 Lighted Passenger Information Sign (Excludes Cabin Exit Signs) relief added.

-30-01 Baggage Compartment Light relief updated.

-40-01 Beacon Light relief updated.

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**ATA 33 (Continued)**

- 40-02 External Lighting relief updated.
- 01 Anti-Collision Strobe Light relief added.
- 02 Position (Navigation) Light relief updated.
- 03 Tail/Recognition Light relief updated.
- 04 Wing Ice Light relief updated.
- 05 Logo Light (Tail Flood) relief updated.
- 06 Pulse Light System relief added.
- 07 Landing Light System relief added.

**ATA 34**

- 00-01 VHF Navigation Systems relief title updated.
- 01 VOR relief updated.
- 02 ILS relief updated.
  - 01 Localizer relief updated.
  - 02 Glideslope relief updated.

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**ATA 34 (Continued)**

- 14-01     Airspeed Indicator relief updated.
- 14-02     Standby Airspeed Indicator relief updated.
- 16-01     Altitude Alerting/Pre-Select System relief updated.
- 16-02     Altimeter relief updated.
- 16-03     Standby Attitude Indicator relief updated.
- 21-01     Pitch & Bank Indicator System relief updated.
- 22-01     Directional Gyroscopic Indicator relief updated.
- 24-01     Rate-Of-Turn Indicator relief added.
- 24-02     Slip-Skid Indicator relief added.
- 25-01     Flight Director relief updated.
- 34-01     Marker Beacon relief updated.
- 42-01     Weather Radar/Thunderstorm Detection Equipment relief updated.

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**ATA 34 (Continued)**

- 44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System With Class A TAWS Required relief updated.
- 01 (TAWS-A) Ground Proximity Warning System relief updated.
- 01 (TAWS-A)(GPWS) Modes 1-4 relief added.
- 02 (TAWS-A)(GPWS) Test Mode relief added.
- 03 (TAWS-A)(GPWS) Glideslope Deviation (Mode 5) relief added.
- 04 (TAWS-A)(GPWS) Advisory Callout proviso added.
- 05 (TAWS-A)(GPWS) Windshear Mode (Reactive) relief added.
- 02 (TAWS-A) Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions relief added.
- 03 (TAWS-A) Terrain Displays relief added.
- 04 (TAWS-A) Runway Awareness And Advisory System (RAAS) relief added.

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**ATA 34 (Continued)**

- 44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System With Class B TAWS Required relief added.
- 01 (TAWS-B) Ground Proximity Warning System relief added.
- 01 (TAWS-B)(GPWS) Modes 1 & 3 relief added.
- 02 (TAWS-B)(GPWS) Test Mode relief added.
- 03 (TAWS-B)(GPWS) Modes 2, 4 & 5 relief added.
- 04 (TAWS-B)(GPWS) Advisory Callouts relief added.
- 05 (TAWS-B)(GPWS) Windshear Mode (Reactive) relief added.
- 02 (TAWS-B) Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions relief added.
- 03 (TAWS-B) Terrain Displays relief added.
- 04 (TAWS-B) Runway Awareness And Advisory System (RAAS) relief added.

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**ATA 34 (Continued)**

- 44-03 Class C TAWS/GPWS Equipment relief added.
- 44-04 Radio Altimeter System relief updated.
- 45-01 Traffic Alert And Collision Avoidance System (TCAS I) relief updated.
- 45-02 Traffic Alert And Collision Avoidance System (TCAS II) relief added.
- 01 (TCAS II) Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s) relief updated.
- 02 Resolution Advisory (RA) Display System(s) relief updated.
- 03 (TCAS II) Traffic Alert Display System(s) relief updated.
- 04 (TCAS II) Audio Functions relief updated.
- 05 (TCAS II) Airspace Selection Function relief updated.
- 45-03 TCAD/TAS/TIS relief added.
- 46-01 Lightening Detect System relief added.

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**ATA 34 (Continued)**

- 50-01 Automatic Dependent Surveillance-Broadcast (ADS-B) System relief updated.
- 01 (ADS-B) Link And Display Processor Unit (LDPU) relief updated.
- 02 (ADS-B) Cockpit Display And Traffic Information (CDTI) relief updated.
- 03 (ADS-B) CDTI Control Panel relief updated.
- 04 (ADS-B) Data Link Transmitter(s) relief updated.
- 05 (ADS-B) Data Link Receivers relief updated.
- 06 (ADS-B) ADS-B Applications relief updated.
- 51-01 Distance Measuring Equipment (DME) Systems relief updated.
- 52-01 ATC transponders And Automatic Altitude Reporting Systems relief updated.
- 01 (ATC Transponder) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR relief added.
- 02 (ATC Transponder) ADS-B Squitter Transmissions relief added.
- 55-01 Automatic Direction Finding (ADF) System relief updated.
- 57-01 Global Positioning System (GPS/GNSS/SBAS) relief added.
- 57-02 Long Range Navigation Systems (GPS, VOR-DME AREA NAVIGATION) relief updated.
- 01 Navigation Databases relief updated.



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**ATA 35**

- 10-01 Oxygen System relief updated.
- 01 Pilot Mask relief added.
- 02 Copilot Mask relief added.
- 03 Passenger Mask relief added.
- 30-01 Protective Breathing Equipment (PBE) relief updated.

**ATA 37**

- 00-01 Instrument Air Pump relief updated.
- 00-02 Source Failure Indicator relief added.

**ATA 38**

- ATA 38 Chapter added for Water/Waste relief.
- 30-01 Pilot Relief System relief added.
- 30-02 Lavatory System relief added.

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**ATA 46**

- 00-01 Electronic Flight Bag Systems (EFBs) relief updated.
- 01 (EFBs) Class 3 EFBs relief updated.
- 00-02 (EFBs) Data Connectivity (Class 2) relief updated.
- 00-03 (EFBs) Power Connection (Class 1 & 2) relief updated.
- 00-04 (EFBs) Mounting Device (Class 2) relief updated.

**ATA 52**

- 00-01 Cockpit Divider Curtain relief added.
- 10-01 Cabin Door seal (Non-Pressurized Aircraft Only) relief updated.
- 10-02 Cockpit Door Key Lock relief added.
- 10-03 Passenger Door Key Lock relief added.
- 30-01 Cargo Door Key Lock relief added.
- 40-01 Nose Cowl Door Key Lock relief added.
- 70-01 Door Warning Annunciator relief added.

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**ATA 73**

-00-01 Engine FADEC System relief updated.

**ATA 77**

-22-01 Exhaust Gas Temperature System (EGT) (Reciprocating Engine-Powered Airplanes Only) relief updated.

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		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING			
-20-01 Fresh Air Vent	C	- 1	May be inoperative If not closed, attempt to place the fresh air vent in the closed position, to deactivate and Placard "Inop"
			CE-172 two (2) Fresh Air Vents CE-210-5(205) Six (6) Fresh Air Vents
-40-01 Heating System	C	1 0	May be inoperative Deactivate and Placard "Inop"

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23 COMMUNICATIONS			4. REMARKS AND EXCEPTIONS
-00-01 Communications System (VHF And UHF)	D 2	1	Any in excess of those required by 14 CFR 91.205 & 135.161 may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.  a) One system must be operative for carrying passengers under VFR at night or VFR over-the-top.  b) Two receivers and (1) transmitter must be operative for flight under IFR.
-01 Yoke Mounted Press to Talk Switches	D 2	0	Placard "Inop" on the face of the inoperative radio.  May be inoperative provided Hand Held Microphone is OPERATIVE
-40-01 Intercom System			
-01 Cockpit Intercom System	C 1	0	(O) May be inoperative provided one (1) operative headset is available to the flight crew.  Placard "Inop"
-02 Cabin Intercom System	D 1	0	May be inoperative.  Placard "Inop"
-50-01 Boom Microphone System (Headset Microphone)	D -	0	May be inoperative provided one (1) operative headset is available to the flight crew.  CE-172 one (1) CE-210-5(205) one (1) Placard "Inop"

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		4. REMARKS AND EXCEPTIONS	
23	COMMUNICATIONS		
-50-03	Hand Microphone	C 1 0	May be inoperative provided one (1) operative headset is available to the flight crew.  Placard "Inop"
-50-04	Hand Microphone Jack	C 1 0	May be inoperative provided an operative Boom/Headset Microphone(s) is available
-50-05	Hand Microphone Holder	C 1 0	(O) May be inoperative provided Microphone is secured by alternate means Placard "Inop"
-50-06	Cockpit Overhead Communication Speaker	C 1 0	One may be inoperative provided: a) Affected Speaker is not required for procedures and, b) An operative Headset is available to the flight crew for associated inoperative Speaker.

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EQUIPMENT/ FURNISHINGS		4. REMARKS AND EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS		
-00-01	Required Documents Holder	D 1 0	(O) May be missing or inoperative a) Place required documents in a clear plastic bag. b) Tape bag adjacent to document holder. c) Make appropriate entry in the aircraft's Aircraft Maintenance Log & Actions Record form maintained in the aircraft dispatch book.
-10-01	Flight Crew Seat (Per Seat)		
-01	Recline/Tilt Function	C 1 0	May be inoperative provided: a) Affected Seat has failed in a LATCHED position that permits normal pilot visibility, b) Full, Unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment.
-02	Vertical Adjustment	C 1 0	Placard "Inop" (O) May be inoperative provided: a) Affected Seat is failed in a position that permits normal visibility, b) Full, Unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-03	Seatbelt/Shoulder Harness	B 2 1	Placard "Inop" Right side may be inoperative provided affected seat is placarded "DO NOT OCCUPY".

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25 EQUIPMENT/FURNISHINGS			4. REMARKS AND EXCEPTIONS
-10-02 Cockpit Sunvisor System And/Or Attached Mechanism	D	2	0 May be missing or inoperative provided pilot's field of vision in not obstructed.  Placard "Inop"
-20-01 Passengers Seat(s)	D	-	0 May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) is placarded "DO NOT OCCUPY".  NOTE: Affected Seat may include the Seat behind operative Seat and must be in the taxi, takeoff and landing position.
-01 Seat Belt/Shoulder Harness	D	-	1 A Seat with an inoperative Seat Belt is considered inoperative and placarded "DO NOT OCCUPY".
-20-02 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 Part 135 Nonessential Equipment and Furnishings Program manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.



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25 EQUIPMENT/FURNISHINGS			4. REMARKS AND EXCEPTIONS
-62-01 Emergency Locator Transmitter (ELT)			
-02 Fixed ELTs	A	1 0	(M) May be inoperative provided: a) System is deactivated 1) Set ELT Master switch to the OFF Position 2) Placard ELT Switch "Inop" , and b) Repairs are made within 90 days

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		4. REMARKS AND EXCEPTIONS		
26	FIRE PROTECTION			
-22-01	Portable Fire Extinguisher	D	1	1 .

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		4. REMARKS AND EXCEPTIONS	
27	FLIGHT CONTROLS		
-00-01	Trim Tab Position Indicators (Rudder, Aileron, And Elevator)	C 1 0	(O) May be inoperative provided: a) Affected Tab is visually checked for full range of operation, b) Affected Tab operation is not restricted, c) Affected Tab is positioned to NEUTRAL (or recommended setting) prior to each departure and appropriate setting is VERIFIED by visual inspection, and d) Flight is not conducted into known or forecast icing conditions.
-50-01	Flap Position Indicator	B 1 0	(O) May be inoperative provided: a) Flaps are visually checked for correct travel and NO RESTRICTIONS, and b) Flaps are visually checked for proper setting prior to each departure. c) Placard "Inop"

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SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY		
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
28 FUEL				
-40-01 Fuel Quantity Indicators	C	2	1	(O) May be inoperative provided:  a) With one fuel indicator inoperative the pilot will visually inspect the fuel quantity in both tanks by use of a calibrated fuel dipstick to determine that fuel quantity on board meets the regulatory requirements for flight, and  b) Pilot will manage fuel burn by the clock to ensure fuel balance.  c) Placard "Inop"

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FEDERAL AVIATION ADMINISTRATION		CESSNA 172 / 210-5(205) FLEET	
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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		
30 ICE & RAIN PROTECTION			
-30-01 Pitot Heater	B	1	0
			May be inoperative provided: <ul style="list-style-type: none"> <li>a) Aircraft is not operated in IFR for 14 CFR 135.163 passenger carrying operations,</li> <li>b) Aircraft is not operated in known or forecast icing conditions, and</li> <li>c) Pitot Heater on any Emergency Bus is OPERATIVE.</li> </ul>

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SINGLE ENGINE AIRPLANES		REVISION NO: Original	PAGE NO:
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		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS	
31	INDICATING/ RECORDING SYSTEMS		
-20-01	Clock With Sweep Second Hand Or Electric Digital Clock	C	1 0 May be inoperative for VFR flight.  Placard "Inop"
-20-02	Hour Meter	C	1 0 (O) May be inoperative provided the pilot records "block to block" time and enters this value rounded to the nearest tenth of an hour as "hobbs" on the crew and aircraft flight records.  Placard "Inop" on the face of the inoperative recorder.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
32 LANDING GEAR			4. REMARKS AND EXCEPTIONS
-42-01 Parking Brake	C	1 0	(O) May be inoperative  When inoperative the aircraft will be parked on a level surface with the main landing gear chocked and/or the aircraft has been secured with tie down ropes or chains.  If unable to park on a level area the pilot will remain at the controls until the aircraft's main landing gear wheels have been adequately chocked and/or the aircraft has been secured with tie down ropes or chains.  Placard "Inop" above or on parking brake handle.

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SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-01	Cockpit And Instrument Lighting System  (Excluding Internally Lighted Buttons/Switches And Annunciations)	C	2	50%	Individual Lights may be inoperative provided remaining Lights are: a) Not on Emergency Bus, b) 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 flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew.
-20-01	Cabin Interior Lighting System				
-01	Passenger Configuration	C	1	0	May be inoperative provided Flashlight is carried for night operation. Placard "Inop"
-40-01	Beacon Light System	D	1	0	May be inoperative provided aircraft is not operated at night. Placard "Inop"
-40-02	Exterior Lighting				
-01	Anti-Collision Strobe Light	D	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Not required by 14 CFR 135.159.



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				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS	
33	LIGHTS				
-40-02	Exterior Lighting (Continued)				
-02	Position (Navigation) Light	C	3	0	May be inoperative for day operations. Placard "Inop"
-03	Taxi Light	C	1	0	May be inoperative provided: a) May be inoperative for night operations provided one Landing Light is operative. b) Placard "Inop"
-04	Pulse Light System	C	1	0	May be inoperative provided Landing and taxi Lights are OPERATIVE Placard "Inop"
-05	Landing Lights	C	1	0	May be inoperative provided not required by 14 CFR. 91.205 Placard "Inop"

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SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-00-01	VHF Navigation Equipment				
-01	VOR	C	2	0	(O) As required by 14 CFR 91.205 & 135.161 may be inoperative provided: a) The flight is conducted in VMC conditions b) To operate carrying passengers under VFR at night or VFR over-the-top, requires radio navigational equipment able to receive radio signals from ground facilities to be used. c) Placard "Inop" on the face of the inoperative radio.
-02	ILS				
-01	Localizer	C	1	0	May be inoperative provided not required by 14 CFR.135.161 provided that IFR enroute navigation or an IFR approach procedure to be used does not require a Localizer. Placard "Inop"
-02	Glideslope	C	1	0	NOTE: Associated Glideslope must also be considered inoperative. May be inoperative provided not required by 14 CFR.135.161 provided that IFR approach procedure to be used does not require a Glideslope. Placard "Inop"

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		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS	
34	NAVIGATION				
-14-01	Airspeed Indicator	C	1	1	
-16-02	Altimeter	C	1	1	
-21-01	Pitch & Bank Indicator System	C	1	1	
-22-01	Directional Gyroscopic Indicator	C	1	1	
-24-01	Rate-Of-Turn Indicator	C	1	1	
-34-01	Marker Beacon	C	1	0	May be inoperative provided not required by 14 CFR. 135.161.
-50-01	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. 91.225 CE-172

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		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34	NAVIGATION			
-51-01	Distance Measuring Equipment (DME) Systems	D	-	0
				May be inoperative provided not required by 14 CFR.135.161:  a) The VFR enroute navigational facilities to be used does not required a DME.  b) A GPS may be used to determine range and distance.  c) Placard "Inop" on the face of the inoperative radio.  CE-210-5(205)
-52-01	ATC Transponders And Automatic Altitude Reporting Systems	B	1	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) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative.
-57-01	Global Positioning System (GPS/GNSS/SBAS)	C	1	0
				May be inoperative provided not required by 14 CFR 135.161  NOTE: Enhanced function of TAWS may not be available.

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		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS	
34	NAVIGATION		
-57-02	Long Range Navigation System (DME-DME, VOR-DME Area Navigation)	C - 0	May be inoperative provided not required by 14 CFR 135.161  CE-210-5(205)

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		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
37	VACUUM			
-00-01	Instrument Air Pump	C	1	0
				Any in excess of those required by 14 CFR 91.205 & 135.159 may be inoperative.
-00-02	Source Failure Indicator	C	1	0
				Any in excess of those required by 14 CFR 91.205 & 135.159 may be inoperative.

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		
77 ENGINE INDICATING	C	-	0
-22-01 Exhaust Gas Temperature System (EGT) (Reciprocating Engine-Powered Airplanes Only)			
			May be inoperative provided: a. The cockpit fuel flow indicator is operational. b. Placard "Inop" CE-210-5(205)