

Downtown Air Service Inc.
FAA Approved Minimum Equipment List
For:
N1242G
Cessna 310Q
S/N/ 310Q-1093

N1242G CESSNA MODEL 310Q S/N 310Q-1093

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Log of Revisions

REV.NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL	05/20/91	--	WRB
1	08/03/94	all pages now word 6.0/windows	WRB
2	08/06/95	61-1 removed unfeathering accumulators from A/C and MEL	WRB
2	08/06/95	33-1 corrected number of ice dection lights to the correct number - 1 and number of anti-collision light systems to the correct number - 2	WRB
2	08/06/95	34-3 corrected number of localizers-2 added relief for glideslope	WRB
2	08/06/95	34-2, 34-4 revised language for transponder and encoder inoperative procedure to allow ATC authorization	WRB

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Page: III
 Revision: 1
 Date: 08/03/94

MINIMUM EQUIPMENT LIST

N1242G CESSNA MODEL 310Q S/N 310Q-1093

FAA Master MMEL Control Page

This Mel is approved in accordance with and is no less restrictive than the MMEL for the cessna 310 and 320 revision 7b dated 07/23/92 which includes changes as listed in the control page(s).

PMI REVIEW Printed Name/ Signature

PAI REVIEW Printed Name/ Signature

POI REVIEW Printed Name/ Signature

OPERATOR REVIEW Printed Name/ Signature

SYSTEM	PAGE	REV NO.	CURRENT DATE
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MINIMUM EQUIPMENT LIST

Revision: 2

Date: 08/06/95

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Cover Page	-	1	08/03/94
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	34-2	2	08/06/95
	34-3	2	08/06/95
	34-4	2	08/06/95
35	35-1	1	08/03/94
37	37-1	1	08/03/94
61	61-1	1	08/06/95
77	77-1	1	08/03/94

N1242G CESSNA MODEL 310Q S/N 310Q-1093

RESERVED

DOWNTOWN AIR

N1242G CESSNA MODEL 310Q S/N 310Q-1093

Definitions
(Effective 10/2/89)

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of 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., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: 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.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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Definitions
(Effective 10/2/89)

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "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.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

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Definitions
(Effective 10/2/89)

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means 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) or tolerance(s).
13. "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which 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 MEL).

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15. "(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" 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 flight crew; 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 operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (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.

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Definitions
(Effective 10/2/89)

20. "Visible Moisture" means 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.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (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 three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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(Effective 10/2/89)

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 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 operator's MEL after the approving office has determined that the item is installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this definition nor the use of this symbol provide authority to install or remove an item from an aircraft.

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR 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 FAR 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.

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Preamble
(Effective 6/14/89)

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 FAR. 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 FAR. 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. 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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Guidelines for (O) & (M) Procedures

- 21-1 (M) Procedure to insure no fuel leaks or mechanical/electrical fault exist.
- 21-3 (M) Procedure to assure that no leaks or mechanical problems exist that could have an adverse effect on aircraft operation.
- 21-4 (O) Procedure to record heater time.
- 22-1 (M) Procedure to assure that no electrical or mechanical fault exists that will have any adverse effect on any flight control function.
- 22-2 (M) Procedure to assure that no electrical or mechanical fault exists that will have any adverse effect on any flight control function.
- 27-3 (M) Procedure to assure failure of electric trim will not interfere with operation of manual trim.
- 28-1 (O) Procedure to determine fuel quantity on board aircraft
- 31-2 (O) Procedure to record elapsed flight time.
- 32-1 (O) To provide the flight crew with a specific procedure to assure the aircraft will not move when unattended.
- 37-1 (M) Procedure to assure no mechanical problem exists as a result of pump failure that could have an adverse affect on engine operation.

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MINIMUM EQUIPMENT LIST

AIRCRAFT:

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DATE: 08/03/94

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER	INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
1.	Heater	C	1	0	0	<p>* (M) May be inoperative. (M) A qualified mechanic will: a. Gain access to the heater by removing access panels. b. Inspect the heater, electrical, connectors and fuel lines for leaks and other defects that are a hazard to the aircraft. If fuel leakage is evident, disconnect the fuel supply line on the inlet side of the pump. Vent the line until dry and then cap and secure it to a local structure. WARNING: Fuel accumulation in the compartment is a fire hazard. Use caution when removing the line to prevent residual fuel from draining. Use rags to remove excess fuel from the bottom of the compartment. c. Pull and collar the circuit breaker. * Install the inop placard adjacent to the heater switch.</p>
2.	Heater Fan	C	1	0	0	<p>*May be inoperative provided: a) The heater or windshield defogging is not operated on the ground, and b) Heater is turned off prior to landing. * Install the inop placard adjacent to the heater switch.</p>
3.	Air Conditioning System		0	0	0	Not installed
4.	Heater Hour Meter	C	1	0	0	<p>* (O) May be inoperative. (O) The PIC will log cumulative heater use time at a ratio of 1 hour aircraft time equals 1 hour heater time per AD81-09-09. * Install the inop placard adjacent to the heater switch.</p>

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22-1

1. 2. NUMBER INSTALLED

SYSTEM &
SEQUENCE
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22 AUTO FLIGHT

1. Autopilot

C

1

0

*(M) May be inoperative under the following conditions:
NOTE: See AFM supplement for possible flap use restrictions.
1. VFR operations.
2. IFR passenger carrying operations with SIC.
3. IFR cargo only operations.
(M) A qualified mechanic will:
1. Pull and collar the autopilot circuit breaker.
2. Visually inspect autopilot servos and cables for condition and security. Move the applicable control surface through full travel several times to verify no binding or interference occurs.
3. Conduct a functional test of the autopilot to verify that it has been disabled and that the servos are not engaged.
4. Visually inspect control surfaces for condition, freedom of movement and security. Conduct a functional check of the flight controls to ensure freedom of movement and proper operation. No binding or other abnormalities should be noted.
* Install the inop placard near the autopilot master switch.

2. Yaw Damper

0

0

Not installed

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1. 2. NUMBER INSTALLED

SYSTEM &
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NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

1. Communications
Equipment
(VHF, HF, UHF)

C 2 2
C 2 1
C 2 0

*a. Two must be operable for IFR operations.
b. One required for passenger carrying VFR night or VFR over-the-top flights or for flights into class B, C or D airspace.
c. May be inoperative for day VFR or cargo only VFR night operations provided flight is not conducted into class B, C or D airspace.

* Install the inop placard on the control head.

2. Audio Amplifier

C 1 0

*May be inoperative provided two operative headsets are available to the flight crew.

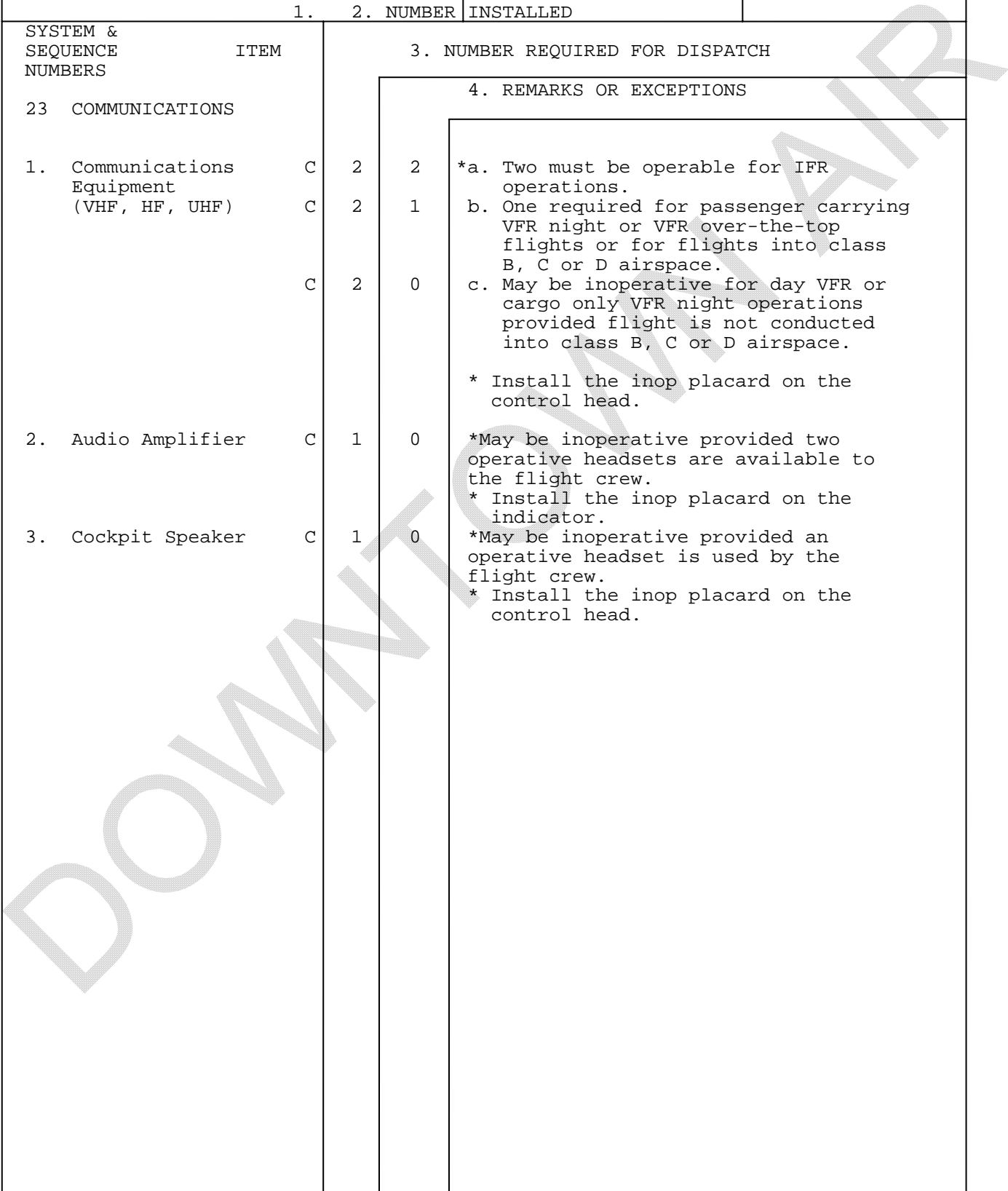
* Install the inop placard on the indicator.

3. Cockpit Speaker

C 1 0

*May be inoperative provided an operative headset is used by the flight crew.

* Install the inop placard on the control head.



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1. 2. NUMBER INSTALLED

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24 ELECTRICAL POWER

1. Volt/Ammeter (selectable) B

1 0

*May be inoperative provided alternator out caution lights are installed and operative.
* Install the inop placard near the indicator

2. Alternator Out Caution Lights B

2 0

*May be inoperative provided volt/ammeter is operative.
* Install the inop placard near the indicator

3. Voltage Regulator

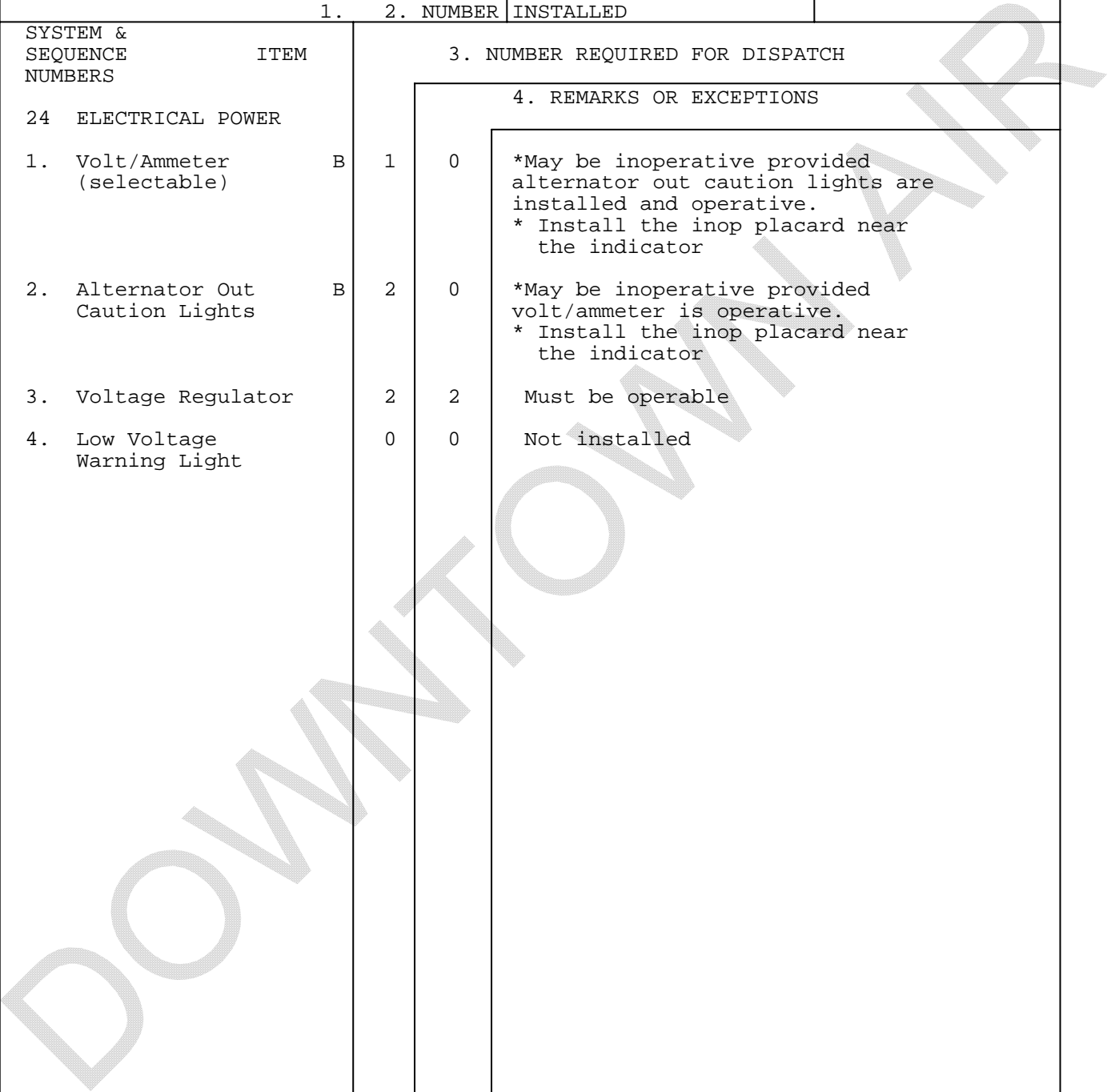
2 2

Must be operable

4. Low Voltage Warning Light

0 0

Not installed



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1. 2. NUMBER INSTALLED

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25 EQUIPMENT/FURNISHINGS

1. Cockpit Shoulder
Harness

Deleted, Rev 7.

2. Passenger Seat C

5 0

*All may be inoperative provided:

a) Affected seat does not block
emergency egress to the
aisle or exit, and

b) Affected seat is blocked and
placarded "DO NOT OCCUPY."

NOTE 1: A seat with an inoperative
seatbelt or shoulder
harness is considered to be
inoperative.

NOTE 2: A seat with an inoperative
recline mechanism is
considered to be
inoperative if the seat
back cannot be secured in
the upright position.

3. Flotation Equipment

0 0

Not installed.

4. ELT C

1 0

*May be removed for maintenance.

*Install a "ELT REMOVED" placard in
view of the pilot.

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1. 2. NUMBER INSTALLED

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25 EQUIPMENT/FURNISHINGS

5. Passenger Convenience
Items

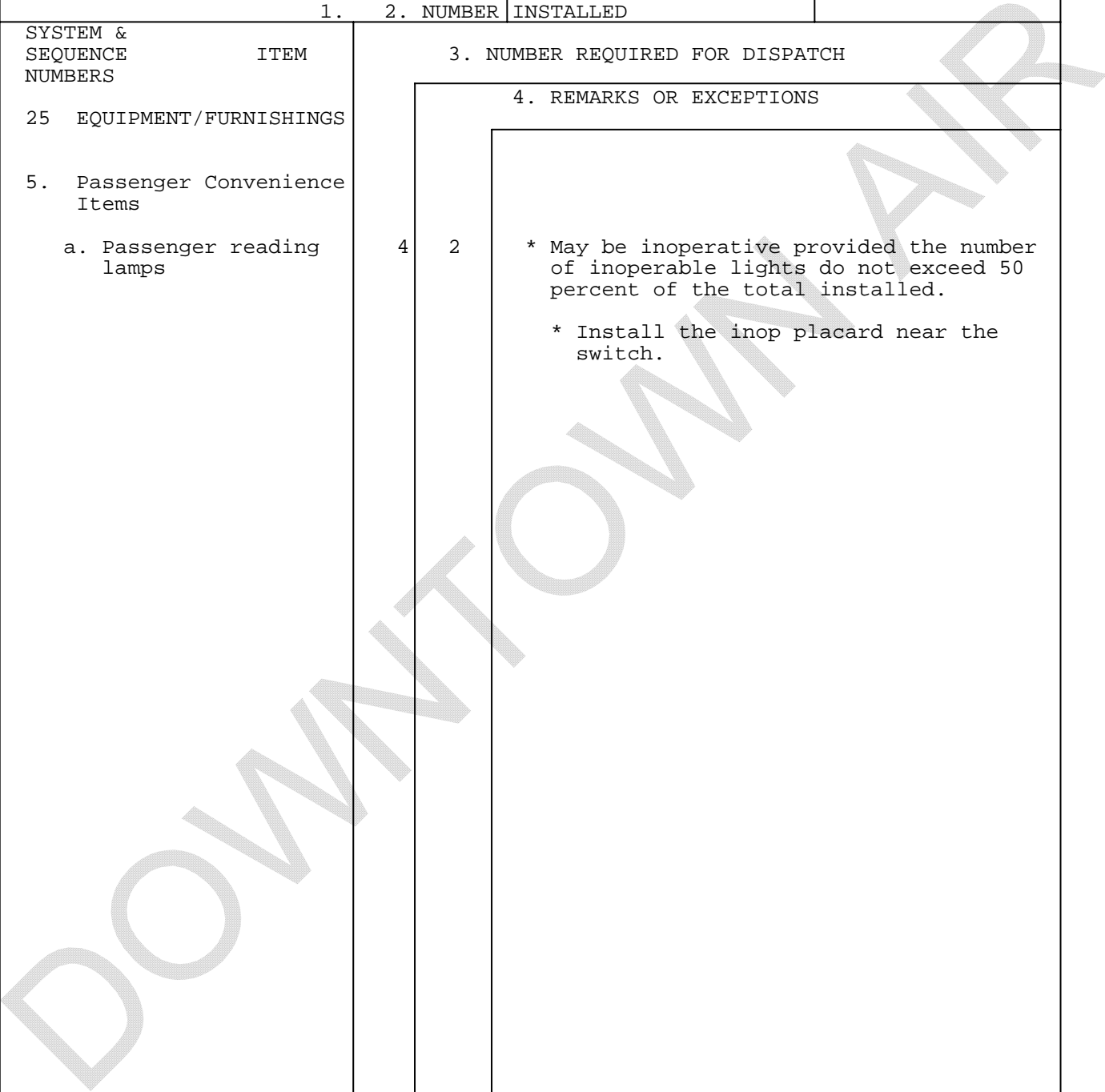
a. Passenger reading
lamps

4

2

* May be inoperative provided the number
of inoperable lights do not exceed 50
percent of the total installed.

* Install the inop placard near the
switch.



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1. 2. NUMBER INSTALLED

SYSTEM &
SEQUENCE
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26 FIRE PROTECTION

1. Portable Fire Extinguisher B

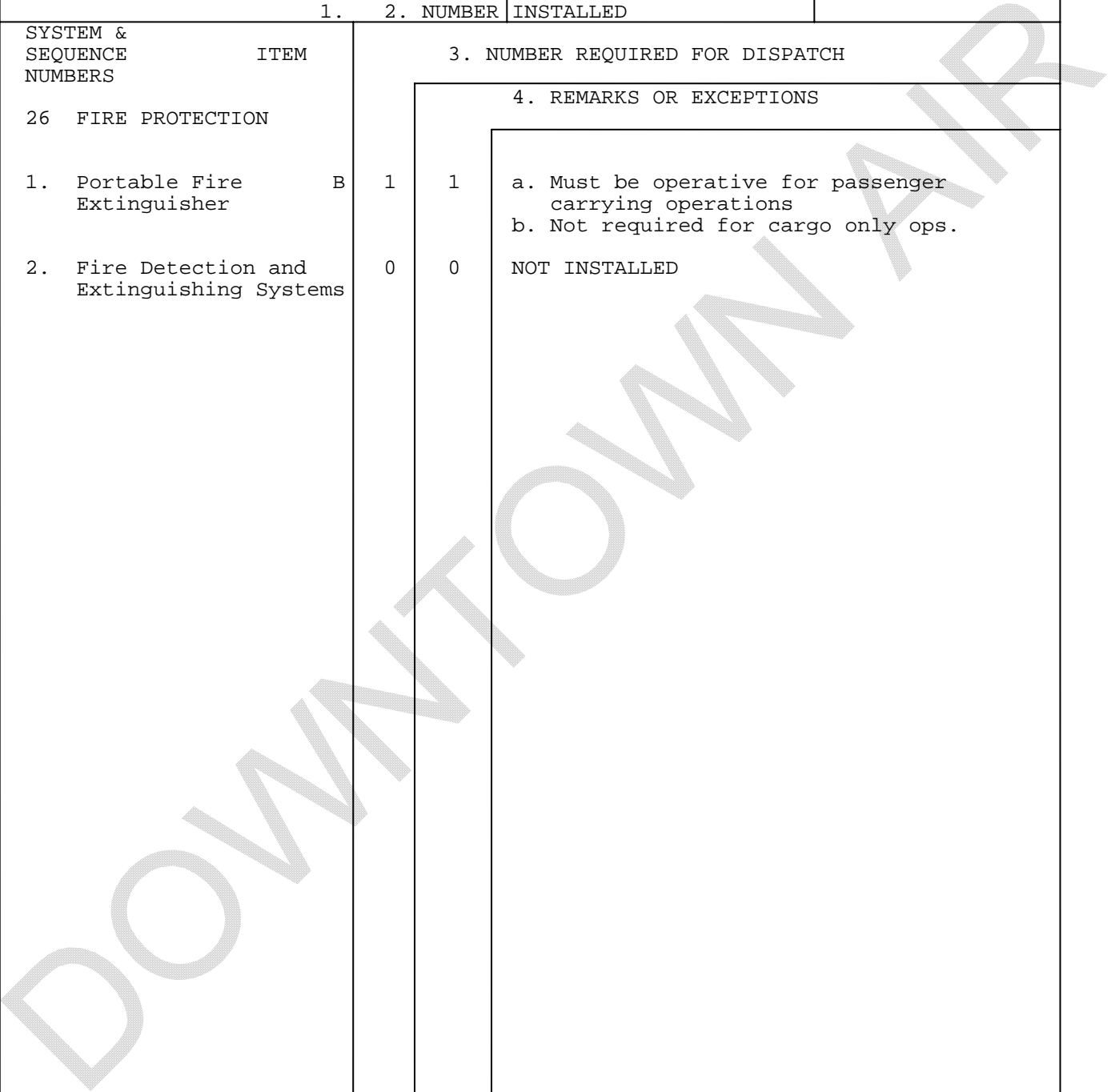
1 1

a. Must be operative for passenger carrying operations
b. Not required for cargo only ops.

2. Fire Detection and Extinguishing Systems

0 0

NOT INSTALLED



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1. 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS			
1.	Wing Flap System			Deleted, Rev 7
2.	Wing Flap Position Indicator	1	0	<p>*May be inoperative provided:</p> <ul style="list-style-type: none"> a) A notch or detent position preselect feature is part of the flap switch, b) Flaps are visually checked for full travel and flap operations is not affected, and c) Flaps are visually checked full up prior to each departure. <p>* Install the inop placard near the indicator.</p>
3.	Electric Elevator Trim System	0	0	Not installed
4.	Trim Tap Position Indicators (Rudder, Aileron and Elevator)	3	0	<p>*May be inoperative provided:</p> <ul style="list-style-type: none"> a) Tab is checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection. <p>* Install the inop placard near the indicator.</p>

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ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28 FUEL

1. Fuel Quantity
Indicator

C

2

1

* (O) One may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.
(O) The PIC must service the tanks with the required fuel to fly to the destination and alternate airports, plus one hour. Verify fuel quantity in each tank on affected side is the same as in the corresponding tank on side with operative quantity indicator. Fuel may be added as necessary to obtain equal quantity.

* Install the inop placard near the indicator.

2. Fuel Low Level
Warning Lights

0

0

Not installed

3. Fuel Totalizer

0

0

Not installed

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1. 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
1.	Pitot Heater	B	1	0 *Pitot Heater must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. * Install the inop placard near the switch.
2.	Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0 *May be inoperative provided aircraft is not operated in known or forecast icing conditions. * Install the inop placard near the switch.
3.	Electric Windshield Anti-ice		0	0 Not installed.
4.	Alcohol Windshield Deice System	C	1	0 *May be inoperative provided aircraft is not operated in known or forecast icing conditions. * Install the inop placard near the switch.
5.	Propeller Deicing/ Anti-icing System	C	2	0 *May be inoperative provided aircraft is not operated in known or forecast icing conditions. * Install the inop placard near the switch.
6.	Stall Warning/ Angle of Attack Heater	C	1	0 *May be inoperative provided aircraft is not operated in known or forecast icing conditions. * Install the inop placard near the switch.
7.	Wing Locker Fuel Tank Vent Heater		0	0 Not installed
8.	Static Port Heater	C	2	0 *May be inoperative provided aircraft is not operated in known or forecast icing conditions. * Install the inop placard near the switch.

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1. 2. NUMBER INSTALLED

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31 INDICATING/RECORDING
SYSTEMS

1. Clock with sweep second hand, or electric digital clock C

1 0

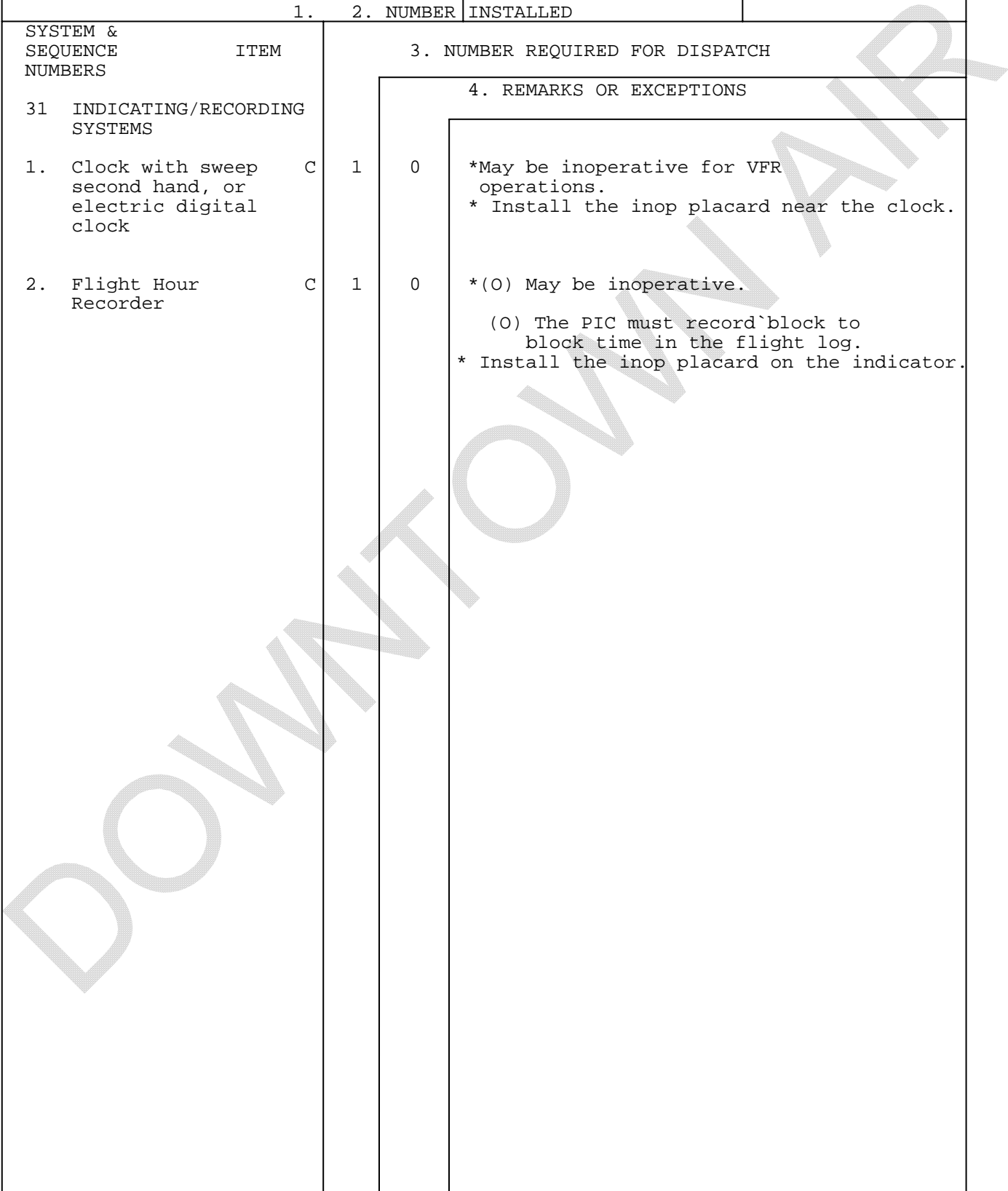
*May be inoperative for VFR operations.
* Install the inop placard near the clock.

2. Flight Hour Recorder C

1 0

*(O) May be inoperative.

(O) The PIC must record`block to block time in the flight log.
* Install the inop placard on the indicator.



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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32 LANDING GEAR

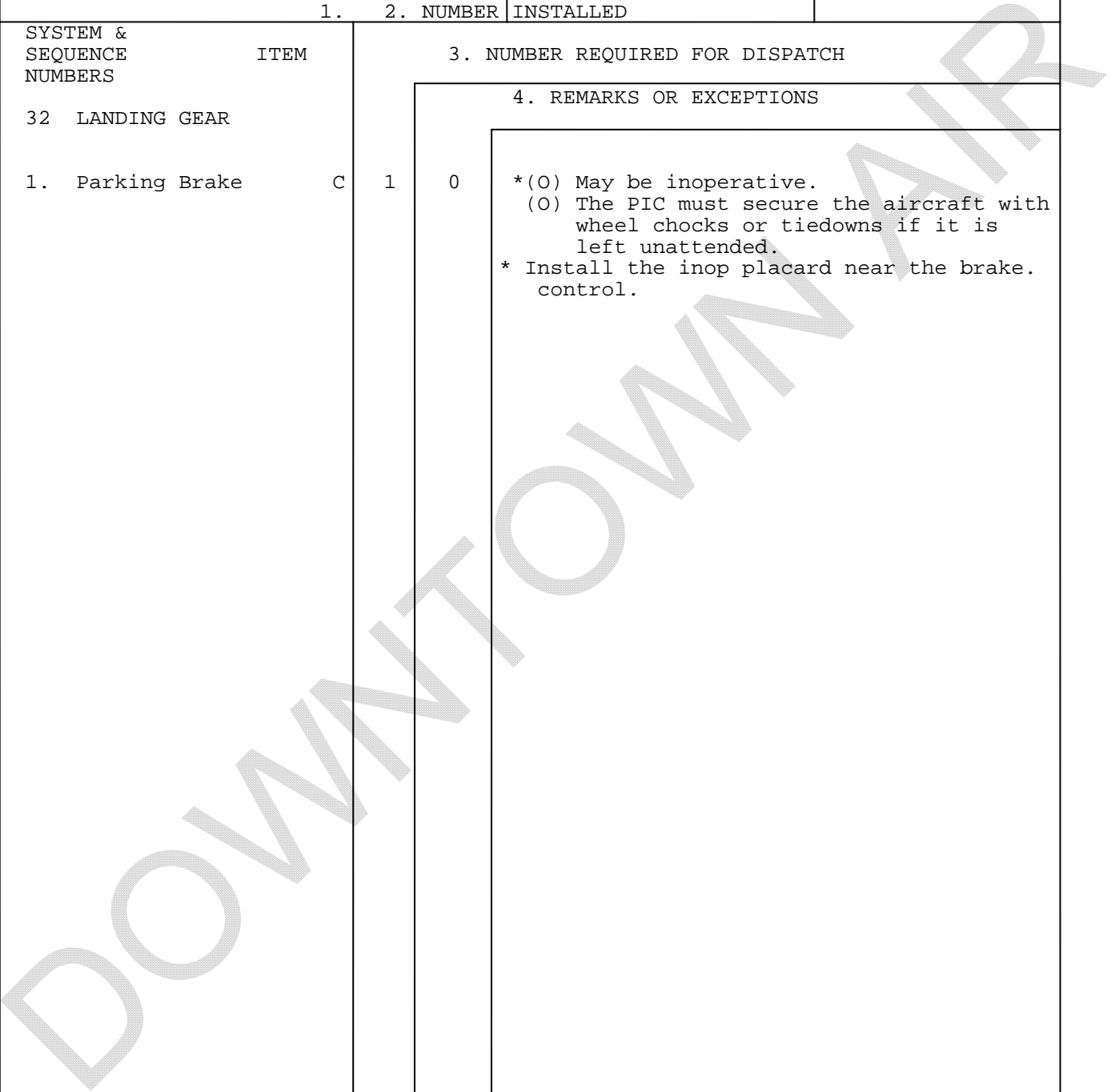
1. Parking Brake

C

1

0

* (O) May be inoperative.
 (O) The PIC must secure the aircraft with wheel chocks or tiedowns if it is left unattended.
 * Install the inop placard near the brake control.



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1. 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
33 LIGHTS				
1.	Anti-collision Light System	B	2 0	*May be inoperative for day operations. * Install the inop placard adjacent to the switch.
2.	Strobe Light System	C	1 0	* May be inoperative for day operations. * Install the inop placard adjacent to the switch.
3.	Navigation Position Lights	C	3 0	*May be inoperative for day operations. * Install the inop placard adjacent to the switch.
4.	Cockpit and Instrument Light System	B	6 0	*May be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided, easily readable, b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected conditions, and d) Lighting configuration at dispatch is acceptable to the flight crew. * Install the inop placard adjacent to the control.
5.	Ice Detection Light	C	1 0	*May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions. * Install the inop placard adjacent to the switch.

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1. 2. NUMBER INSTALLED

SYSTEM &
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NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33 LIGHTS

6. Landing Lights

C

2

0

*May be inoperative for day operations.
* Install the inop placard adjacent to the switch.

7. Taxi Light

C

1

0

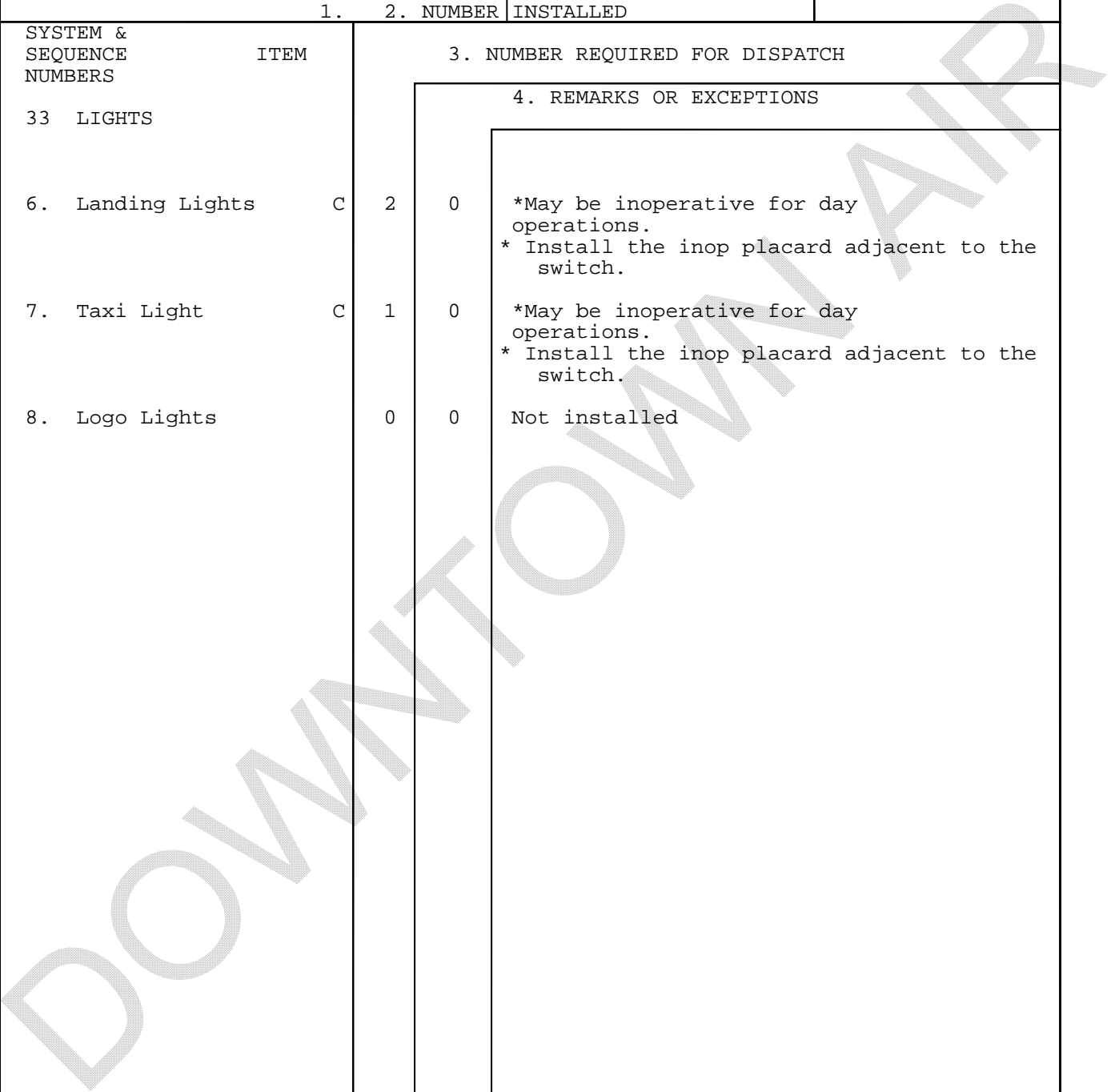
*May be inoperative for day operations.
* Install the inop placard adjacent to the switch.

8. Logo Lights

0

0

Not installed



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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

1.	Altimeter Barometric Pressure (Adjustable)		1	1	Must be operative
2.	Airspeed Indicator		1	1	Must be operative
3.	Gyroscopic Pitch and Bank Indicators		1	1	Must be operative.
4.	Gyroscopic Directional Indicators		1	1	Must be operative.
5.	Gyroscopic Rate of Turn/Slip Skid Indicator	B	1	0	*Must be operative for IFR, passenger carrying VFR over the-top, and passenger carrying VFR night flights. * Install the inop placard adjacent to the indicator.
6.	Vertical Speed Indicator	B	1	0	*Must be operative for IFR passenger carrying. * Install the inop placard adjacent to the indicator.
7.	Flight Director		0	0	Not installed
8.	Altitude Alert/ Preselect	C	1	0	* May be inoperative * Install the inop placard adjacent to the indicator.
9.	Radio Altimeter		0	0	Not installed

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1. 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 NAVIGATION 10. Transponder	C	1	0	<p>*Must be operative under the following conditions unless ATC authorizes otherwise:</p> <p>a. While operating below 10,000 feet MSL within 30 nautical miles of a primary class B airport.</p> <p>b. While operating above 10,000 feet MSL & below the floor of class A airspace, excluding airspace at & below 2,500 feet AGL.</p> <p>c. While operating within class C airspace & all airspace above the ceiling & within the lateral limits of the class C airspace upward to 10,000 feet MSL.</p> <p>d. While operating in the airspace from the surface to 10,000 feet MSL within a 10 nautical mile radius of an airport designated in appendix D to Part 91 excluding the airspace below 1,200 feet AGL outside the class D airspace for that airport.</p> <p>* Install the inop placard near the transponder.</p>
11. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	<p>*May be inoperative</p> <p>* Install the inop placard on the indicator</p>
12. Navigation Equipment (VOR/ILS, LORAN, OMEGA/VLF, INS, DOPPLER, GPS, RNAV)				
a. VOR receivers	C	2	2	<p>*a.Two independent receivers required for IFR flights. The receivers must be appropriate to the facilities to be used and must be able to receive signal from, at any place along the route, at least one ground facility.</p>
	C	2	1	<p>b. At least one receiver is required for passenger carrying VFR over-the-top or night VFR operations.</p>
	C	2	0	<p>c. May be inoperative for day VFR or cargo only night VFR flights.</p> <p>* Install the inop placard on the indicator.</p>

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1. 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
12.	Navigation Equipment (VOR/ILS, LORAN, OMEGA/VLF, INS, DOPPLER, GPS, RNAV)			
c.	Localizer	C	2 0	*May be inoperative provided approach procedure does not require its use. * Install the inop placard on the indicator
c.	Glideslope	C	1 0	*May be inoperative provided approach procedure does not require its use. * Install the inop placard on the indicator
e.	RNAV	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
f.	Loran	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
g.	GPS	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
13.	Marker Beacon	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
14.	DME	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
15.	ADF	C	1 0	*May be inoperative provided approach procedure or navigation does not require its use. * Install the inop placard on the indicator
16.	RMI		0 0	Not installed

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1. 2. NUMBER INSTALLED

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SEQUENCE
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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

17. Nonstabilized
Magnetic Compass

1

1

MUST BE OPERATIVE

18. Altitude Encoder C

1

0

*Must be operative under the following conditions unless ATC authorizes otherwise:
 a. While operating below 10,000 feet MSL within 30 nautical miles of a primary class B airport.
 b. While operating above 10,000 feet MSL & below the floor of class A airspace, excluding airspace at & below 2,500 feet AGL.
 c. While operating within class C airspace & all airspace above the ceiling & within the lateral limits of the class C airspace upward to 10,000 feet MSL.
 D. While operating in the airspace from the surface to 10,000 feet MSL within a 10 nautical mile radius of an airport designated in appendix D to Part 91 excluding the airspace below 1,200 feet AGL outside the class D airspace for that airport.

* Install the inop placard near the transponder.

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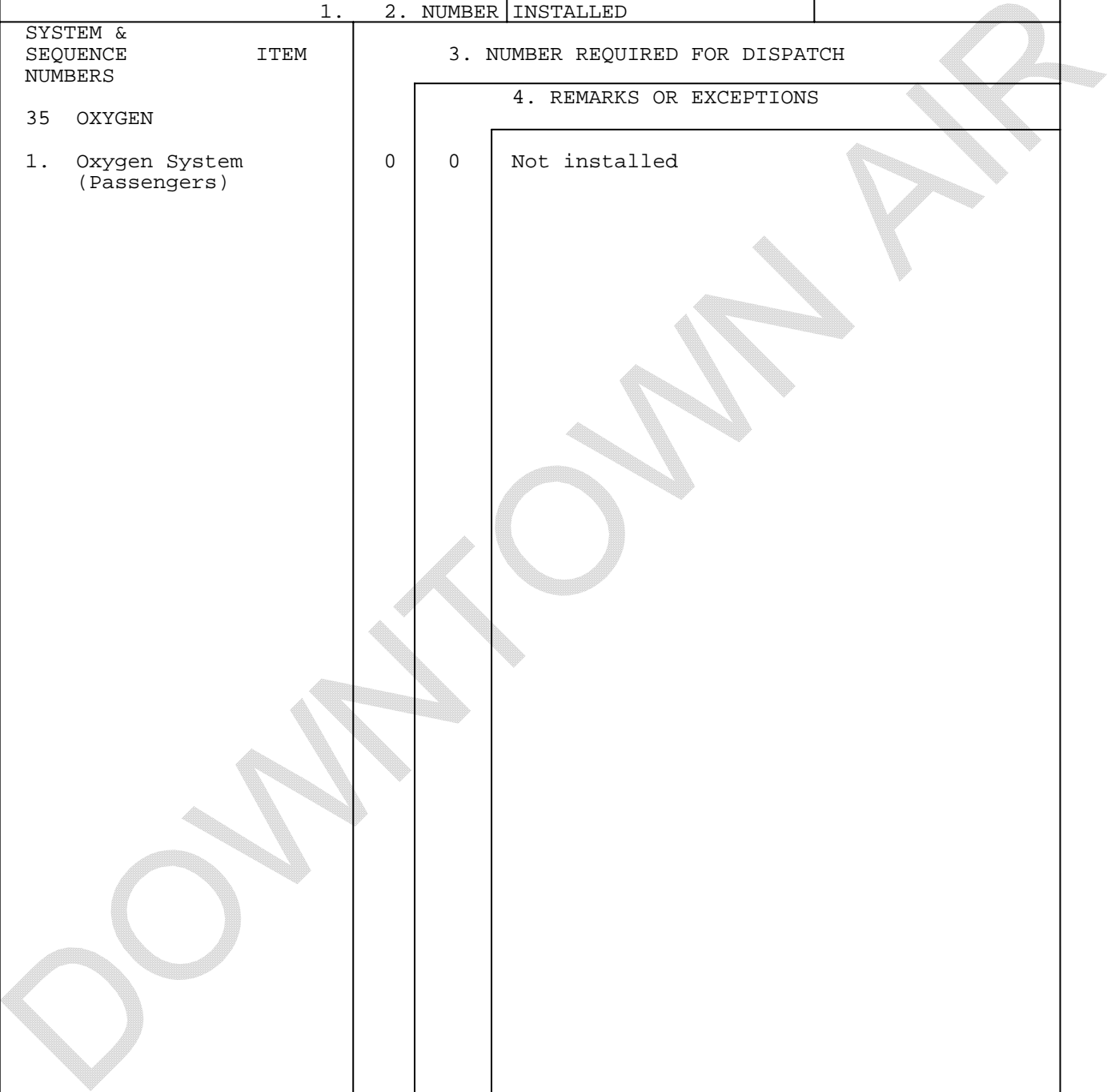
4. REMARKS OR EXCEPTIONS

35 OXYGEN

1. Oxygen System
(Passengers)

0 0

Not installed



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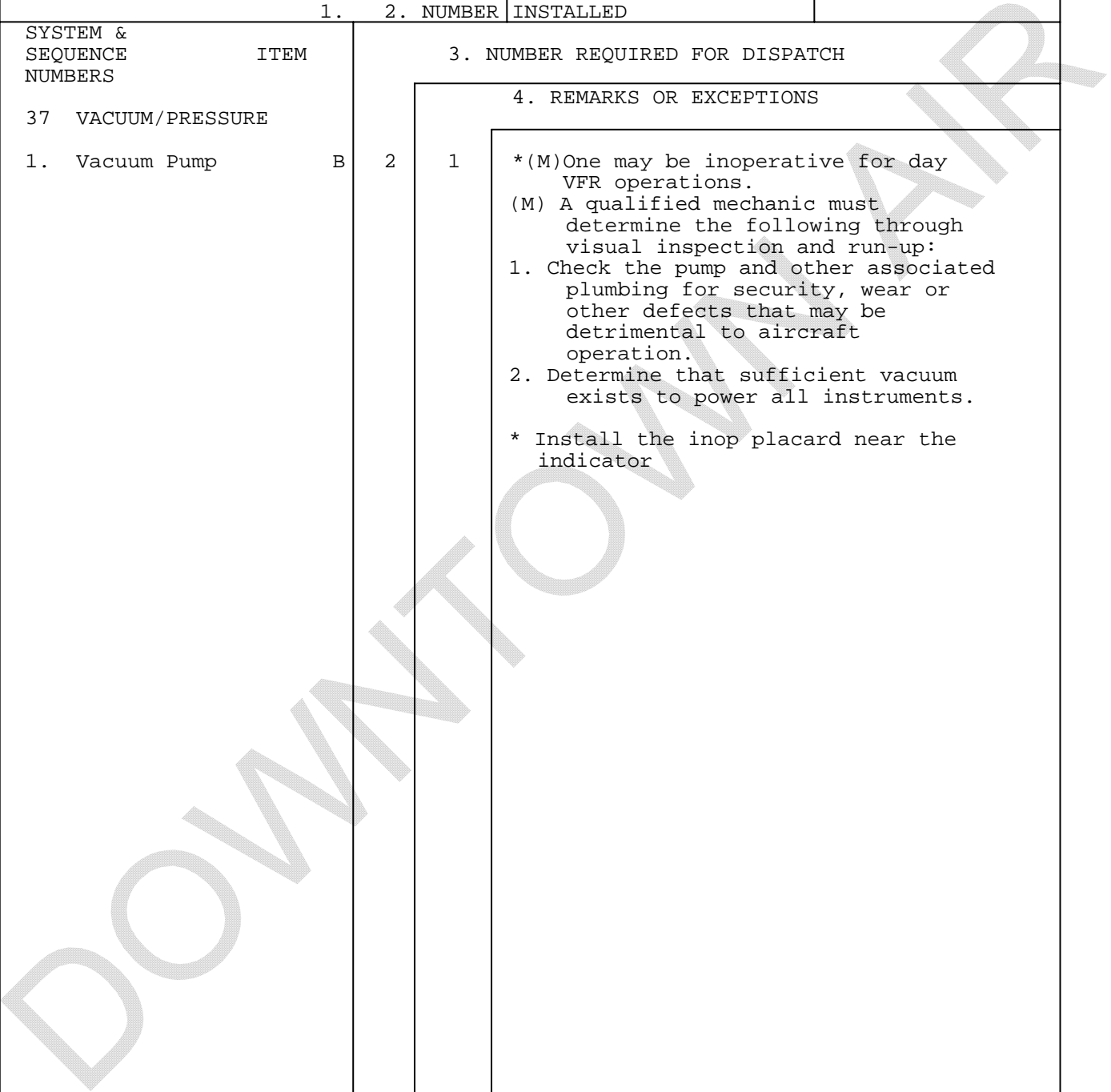
4. REMARKS OR EXCEPTIONS

37 VACUUM/PRESSURE

1. Vacuum Pump B

2 1

*(M)One may be inoperative for day VFR operations.
 (M) A qualified mechanic must determine the following through visual inspection and run-up:
 1. Check the pump and other associated plumbing for security, wear or other defects that may be detrimental to aircraft operation.
 2. Determine that sufficient vacuum exists to power all instruments.
 * Install the inop placard near the indicator



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1. 2. NUMBER INSTALLED

SYSTEM &
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NUMBERS

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

61 PROPELLERS

1. Synchronizer/
Synchrophasing System

0

0

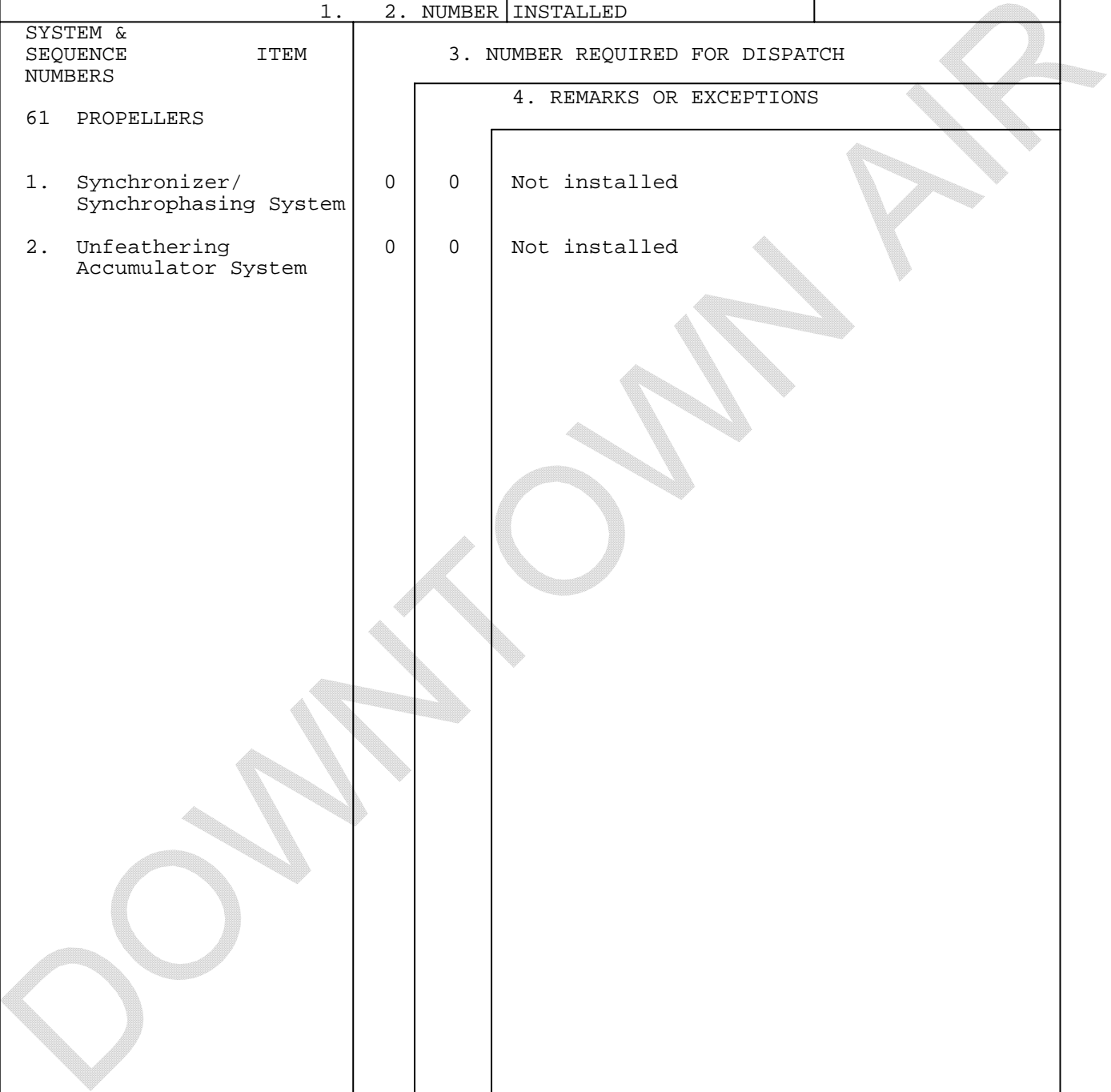
Not installed

2. Unfeathering
Accumulator System

0

0

Not installed



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1. 2. NUMBER INSTALLED

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NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77 ENGINE INDICATING

1. Economy Mixture C
Indicators (EGT)

2 0

*May be inoperative.
*Install the inop placard near the
indicator

2. Multi-channel engine C
temperature indicators
(Ultimate Scanner)

16 0

*May be inoperative
*Install the inop placard near the
indicator

