



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

Master Minimum Equipment List (MMEL)

Revision: 9a
Date: 03/10/2017

Textron Aviation Model 300

300 (including FF Serials), 300LW, B300, B300C

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DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Textron Aviation Model 300

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HIGHLIGHTS OF CHANGE

All	<p>Revision 9a is issued with the following changes:</p> <p>Revised all pages to reflect the change of Type Certificate holder from Beechcraft to Textron Aviation as listed on TCDS A24CE. Pages revised for the name change will not be marked with a revision date or change bars.</p> <p>Removed all references to “day” or “daylight” and rewrote limitation using “night”. Intent of limitations remains the same. Pages revised for the limitation amendment are not marked with revision date or change bars.</p> <p>Clarified all references of “calendar days” to “consecutive calendar days” to comply with PL-25. Intent is unchanged. Pages revised for the clarification are not marked with revision date or change bars.</p>
<p>ATA 23 12-01 40-03 70-01</p>	<p>Revised as per Policy Letter 095 Revised as per Policy Letter 009 Revised as per Policy Letter 029</p>
<p>ATA 25 50-01 50-02 62-02</p>	<p>Revised as per Policy Letter 100 Revised as per Policy Letter 104 Revised as per Policy Letter 120</p>
<p>ATA 26 12-01</p>	<p>Revised as per Policy Letter 102</p>
<p>ATA 31 30-01-01</p>	<p>Revised as per Policy Letter 087</p>
<p>ATA 32 41-01</p>	<p>Added relief for Advent Aircraft Systems Anti-Skid STC.</p>
<p>ATA 33 10-10 40-50</p>	<p>Revised as per Policy Letter 077 Revised to “As required by 14 CFR”</p>
<p>ATA 34 16-20 42-00-03 51-10</p>	<p>Revised as per Policy Letter 084 Revised as per Policy Letter 067 Revised as per Policy Letter 003</p>
<p>ATA 35 10-00</p>	<p>Revised as per Policy Letter 043</p>
<p>ATA 46 20-01</p>	<p>Removed Note to comply with Policy Letter 121</p>

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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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Guidelines for (M) & (O) Procedures			

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

Textron Aviation has developed recommended (M) maintenance and (O) operational procedures for the Beechcraft Model 300 Master Minimum Equipment List (P/N 300BPM-09-00, or later revision). Operator's MEL procedures should be based on these procedures.
Additional Guidelines for (M) & (O) Procedures for STC products not supported by Textron Aviation will be listed.

23-70-02	(M)	Maintenance procedure to deactivate Active Noise Canceling Sys.	
24-60-01	(M)	Maintenance procedure to deactivate Isolated Instrumentation Bus using the manufacturer's maintenance procedure.	
25-00-02	(M)	Maintenance procedure to deactivate Smartstart Security System Unit using the manufacturer's maintenance procedure.	
25-20-03	(M)	Maintenance procedure to remove or deactivate and secure the affected EMS equipment/component.	
25-20-04	(M)	Maintenance procedure to remove or deactivate and secure the affected Flight Inspection equipment/component.	
25-50-03	(M)	Maintenance procedure to ensure wing locker door with affected gas spring closes flush with nacelle without force or binding.	
31-31-10	(O)	Establish alternate procedure to collect engine trend monitoring data.	
32-41-01	(M)	Maintenance procedure to disable the LH and RH antilock brake systems, to verify brake fluid reservoir is within normal range, and to check integrity of the associated system for no brake fluid leaks.	
32-41-01	(O)	Establish a procedure to test normal brake operation prior to takeoff.	

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Guidelines for (M) & (O) Procedures

- | | | |
|-------------|-----|--|
| 46-20-01 | (O) | Procedure to ensure all the aeronautical information required for the flight is available in current and appropriate form accessible at the pilot station (paper form or dual redundant electronic form). |
| 46-20-01-01 | (O) | Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration or alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station. |
| 46-20-01-02 | (M) | Procedure to ensure associated EFB and hardware is secured in a suitable location by alternate means or removed from aircraft. |
| | (O) | Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available. |
| 46-20-01-03 | (O) | Procedures for alternate means to operate the EFB without automatic data input. |

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				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING				
00-01	Cabin Altitude Annunciator System (white) (CABIN ALTITUDE) Ann. only (B300 & B300C Only) (Except Proline FUSION)	C	1	0	May be inoperative provided the Cabin Altitude Aural Warning Horn and Cabin Altitude High Annunciator are operative.
		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL.
		C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
00-02	Cabin Altitude Annunciation (red) (ALT WARN) or (CABIN ALT HI) (Cabin Alt High) CAS	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL.
		C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
00-03	Cabin Differential High Annunciation (red) (CABIN DIFF HI) Ann. (Cabin Diff High) CAS (B300 & B300C Only)	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
00-04	Cabin Altitude Warning Horn System (B300 & B300C Only)	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL.
		C	1	0	May be inoperative provided Cabin Altitude (white) and Cabin Altitude (red) annunciations are both operative.
		C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
-01	Cabin Altitude Warning Horn Cancel Switch	C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 feet MSL.

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21	AIR CONDITIONING				
00-05	Bleed Air Off Annunciation System (amber) (L or R BL AIR OFF) Ann. (L or R Bleed Air Off) CAS	C	2	1	
00-06	Bleed Air Fail Annunciator System (L or R BLEED FAIL) Ann. (L or R BLEED AIR FAIL) CAS (B300 & B300C Only) (Illuminates or Fails to Illuminate)	C	2	1	(O) May be inoperative provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are verified closed prior to each flight, b) Bleed Air Off Annunciator/CAS is operative on the operative bleed air source, c) Aircraft is operated at or below Flight Level 250, and d) Aircraft is not operated in known or forecast icing conditions.
20-01	Environmental Bleed Air Systems (Environmental)				
-01		C	2	1	(O) One may be inoperative provided: a) Environmental Bleed Air Valve on inoperative side is verified closed prior to each flight, b) Bleed Air Off Annunciation is operative on the operative Environmental Bleed Air System, and c) Aircraft is operated at or below Flight Level 250.
-02		C	2	0	(O) May be inoperative provided: a) Aircraft is configured and operated unpressurized, b) Both Environmental Bleed Air Valves are verified closed prior to each flight, and c) Cabin temperatures remain suitable for operation.

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		4. REMARKS OR EXCEPTIONS		
21	AIR CONDITIONING			
21-02	Aft Blower System	C	1 0	May be inoperative provided aft electric heat system is considered inoperative.
31-01	Cabin Pressurization System (Pressurization Control)	C	1 0	(O) May be inoperative provided: a) Cabin Dump is verified operative, b) CABIN PRESS switch is selected to DUMP, c) Red Cabin Altitude Warning is operative, and d) Aircraft is operated at 10,000 feet pressure altitude or below. NOTE 1: When 300/300LW cabin pressure altitude reaches 12,000 to 12,500 feet, an "ALT WARN" (red) annunciator will illuminate. NOTE 2: When B300/B300C pressure altitude reaches approximately 10,000 feet, the CABIN ALTITUDE (white) annunciator will illuminate. When the cabin pressure altitude exceeds 11,500 to 12,000 feet, a "CABIN ALT HI" (red) annunciator will illuminate.
31-02	Cabin Door Seal			See Chapter 52, Doors.

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21	AIR CONDITIONING				
32-01	Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
32-02	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.
		C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.
33-01	Outflow Valve	C	1	0	(M) May be inoperative provided: a) Outflow Valve is secured open, and b) Cabin Pressurization System is considered inoperative.
33-02	Safety Valve	C	1	0	(M) May be inoperative provided: a) Safety Valve is secured open, and b) Cabin Pressurization System is considered inoperative.
40-01	Aft Heat System	C	1	0	(M) May be inoperative provided system is deactivated.
40-02	Electric Heat System	D	1	0	(M) May be inoperative provided system is deactivated.
50-01	Vapor Cycle Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.
50-02	Ground Air Cooling System	D	1	0	(M) May be inoperative provided system is deactivated.

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING				
50-03	Auxiliary Air Conditioner (FF Serials Only)	C	1	0	May be inoperative provided Mission Equipment Rack temperature is monitored and turned OFF if temperature reaches 35 degrees C.
50-04	Auxiliary Evaporator (FF Serials Only)	C	1	0	May be inoperative provided Auxiliary Air Conditioner is not used.
60-01	Environmental Temperature Control System	C	1	0	(O) May be inoperative provided: a) Cabin Pressurization system is considered inoperative, b) Both Environmental Bleed Air Valves are verified closed prior to each flight, and c) Cabin temperatures remain suitable for operation.
-01	Automatic Function	C	1	0	May be inoperative provided the Manual Function is operative.
-02	Manual Function	C	1	0	May be inoperative provided the Automatic Function is operative.
62-01	Cabin Temperature Indicator System	C	1	0	

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		2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	
22	AUTOFLIGHT		
10-01	Autopilot System	C - 0	(M) May be inoperative provided: a) Autopilot is deactivated, b) Rudder Boost System is verified operative prior to departure in accordance with the Airplane Flight Manual, c) Operations do not require use of autopilot, and d) Aircraft is not operated RVSM.
-01	Autopilot Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C - 0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Mode Annunciator Panel.
-02	Autopilot Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C - 0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display.

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3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
22	AUTOFLIGHT				
10-02	Yaw Damper				
	(B300, B300C)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 5,000 feet MSL.
	(B300, B300C with Raisbeck Engineering Dual Aft Body Strakes)	C	1	0	(M) May be inoperative provided: a) STC SA5151NM (Raisbeck Engineering Dual Aft Body Strakes) is installed, and b) Aircraft is operated at or below 19,000 feet MSL.
	(300, 300LW)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 11,000 feet MSL.
	(300, 300LW with Raisbeck Engineering Dual Aft Body Strakes)	C	1	0	(M) May be inoperative provided: a) STC SA4733NM (Raisbeck Engineering Dual Aft Body Strakes) is installed, and b) Aircraft is operated at or below 18,500 feet MSL.

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		4. REMARKS OR EXCEPTIONS	
22	AUTOFLIGHT		
10-03	Autopilot Control Wheel Disengage Switches (AP/YD/RB/TRIM DISC)	C	2
			1
			0
			0
			0
10-04	Autopilot/Flight Director Go-Around Button	C	-
			0
			0
			0

One may be inoperative on the non-flying pilot side provided:

- a) Autopilot is not used below 1,500 feet AGL, and
- b) Approach minimums do not require the use of the autopilot

May be inoperative provided:

- a) Autopilot is considered inoperative, and
- b) Second level switch trim interrupt function is verified operative.

(M) May be inoperative provided:

- a) Autopilot is considered inoperative,
- b) Electric Elevator Trim is considered inoperative, and
- c) Yaw Damp is considered inoperative.

(O) May be inoperative provided:

- a) Approach minimums do not require AP/FD use, and
- b) Alternate procedures are established and used to disconnect the Autopilot and establish initial pitch and wings level attitude.

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		4. REMARKS OR EXCEPTIONS	
22	AUTOFLIGHT		
13-00	Flight Director System	C - 0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Approach procedures do not require use of Flight Director, and b) Autopilot is verified operative. <p>NOTE: Any operative mode may be used.</p>
		C - 0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Approach procedures do not require use of Flight Director, and b) Autopilot is considered inoperative c) Aircraft is not operated RVSM.
13-01	Flight Director Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C - 0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Mode Annunciator Panel.
13-02	Flight Director Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C - 0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display.

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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
23	COMMUNICATIONS				
00-01	Ground Communication Power System (except Proline FUSION)	C	1	0	
00-02	Flight Phone System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.
-02	Cabin Handset	D	-	0	
-03	Automatic Flight Reporting Functions	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
10-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two (LRCS) provided: a) Aircraft SATVOICE system is operative, b) SATVOICE services are available as a (LRCS) over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
12-01	Communications Systems (VHF & UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.

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				4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS				
12-02	VHF Interference Cancellor (FF Serials only)	C	1	0	
12-03	Radio Tuning System (RTS) (Proline FUSION Only)	B	3	2	One may be inoperative NOTE: The following RTS messages may be displayed: Display Tuning Not Available, Tune Inoperative, Left Side Display Tuning Inoperative, Right Side Display Tuning Inoperative.
20-01	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
-01	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
30-01	Airborne Flight Information *** System (AFIS)	D	1	0	
40-01	Cabin Interphone System (FF Serials Only)	C	2	0	(O) May be inoperative provided: a) Cockpit Speakers are operative, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.

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				4. REMARKS OR EXCEPTIONS	
23 COMMUNICATIONS					
40-02 Flightcrew Intercom System					
-01	(Flight Deck to Ground)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
-02	(Flight Deck Intercom)	C	1	0	May be inoperative for operations not using or requiring a Second-in-Command.
40-03 Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided a) PA not required by FAR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.
					NOTE: Any station function(s) that operate normally may be used.
-02	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal emergency procedures, and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
40-04	Recorded Passenger Briefing System ***	D	1	0	(O) May be inoperative provided passengers are appropriately briefed.

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				4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS				
40-05	Passenger Seat Belt/Safety Chime (chime only)	C	1	0	(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures are established and used for passenger seat belt briefing.
50-01	Cockpit Speaker System (Includes Audio Amp.)	C	2	1	One may be inoperative provided an operative headset is available to the flightcrew.
		C	2	0	May be inoperative provided: a) Two operative Headsets are available to the flightcrew, and b) All aural warnings are available.
50-02	Hand Held Microphones	C	2	1	Right side may be inoperative provided Second-in-Command is not required.
		C	2	1	One may be inoperative provided associated Boom Microphone is available and operates normally.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-01	Microphone Jack	C	-	0	May be inoperative provided: a) Two operative Headsets are available to the flightcrew, and b) All aural warnings are available.
-02	Handheld Microphone Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured and accessible by alternate means.

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23	COMMUNICATIONS		
50-03	Flight Deck Headset and Boom Microphones		
-01	Headset Boom Microphones	A - 0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.
-02	Headset Earphones/ Headphones	C - 1	May be inoperative provided associated flight deck speaker operates normally.
-03 ***	Active Noise Reduction (ANR) Function	D - 0	May be inoperative provided normal audio function of headset is operative.
-04 ***	Powered Headset Systems	D - 0	May be inoperative provided non-powered headset jack is operative.
60-01	Static Discharge Wicks	C - -	May be damaged or missing provided: a) No more than two total static wicks are damaged or missing, and b) Only one static wick is missing from each static discharge general area (left wing, right wing, tail).

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4. REMARKS OR EXCEPTIONS					
23 COMMUNICATIONS					
70-01 Cockpit Voice Recorder (CVR)					
With Flight Data Recorder (FDR) Installed		A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.
Without Flight Data Recorder (FDR) Installed		A	1	0	May be inoperative provided repairs are made within 3 flight days.
For Operators Other Than Air Carriers and Commercial Operators		A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
-01 Recorder Independent Power Supply (RIPS)		C	1	0	
-02 Underwater Locator Device		D	1	0	May be inoperative or missing provided device is not required by 14 CFR.
-03 Datalink Recording		D	1	0	May be inoperative provided datalink recording is not required by 14 CFR.
		A	1	0	May be inoperative provide repairs are made within 3 flight days.
70-02 Active Noise Canceling System (STC SA483CH)		D	1	0	(M) May be inoperative provided system is deactivated.

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
24	ELECTRICAL POWER				
00-01	#1 or #2 AC BUS Annunciator Light (SN FL-1 thru FL-380, FL-382, FM-1 thru FM-11 and FN-2 and after Only)	B	2	1	One may be inoperative provided both Inverters are operative.
00-02	Generator Bus Tie Annunciation (amber) (L or R GEN TIE OPEN) Ann. (L or R or L-R Gen Tie Open) CAS	B	2	0	(O) May be inoperative provided: a) Affected Generator Bus Tie Relay is verified CLOSED prior to each departure, and b) Both DC GEN Annunciators are verified operative prior to each departure.
00-03	DC Generator Annunciation (amber) (L or R DC GEN) Ann. (L or R DC Generator) CAS	B	2	1	One may be inoperative provided both DC load meters are operative and monitored.
00-04	External Power Annunciation (amber) (EXT PWR) Ann. (Ext Pwr-Active or Ext Pwr-Cart) CAS	C	1	0	(O) May be inoperative provided alternate procedure is established and used.
01-01	Standby Power System	B	1	0	(M) May be inoperative provided: a) Airplane is operated VFR only, b) Airplane is not operated at night, and c) Standby Battery is disconnected and removed.
-01	Sonalert Standby Power Aural Warning	B	1	0	May be inoperative provided the Standby Power Annunciator is operative.
-02	Standby Power Annunciator (except Proline FUSION)	B	1	0	May be inoperative provided the Sonalert Standby Power Aural Warning is operative.

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24	ELECTRICAL POWER				
22-01	AC Inverters				
	(B300 & B300C) (Excluding SN FL-329, 381, 383 and After, and SN FM-12 and After	B	2	1	One may be inoperative provided: a) Aircraft is operated in VMC only b) Aircraft is not operated at night, and c) AC Bus Transfer is operative.
	(300 & 300LW)	B	2	1	One may be inoperative provided aircraft is operated VFR only and not at night.
30-01	L or R GEN BUS TIE Relay	B	2	1	One may be inoperative provided: a) Aircraft is operated VMC only b) Aircraft is not operated at night, and c) Both DC GEN Annunciators are operative.
	DC Load Meters				DELETED, Revision 8.
31-01	Battery Temperature Indicating *** System	C	1	0	May be inoperative provided Lead Acid Aircraft Batteries are installed.
40-01	External Power System	C	1	0	(M) May be inoperative provided Ground Power Relay is verified open.
50-01	Cabin AC Power System	C	1	0	(M) May be inoperative provided system is deactivated.
60-01	Isolated Instrumentation Bus *** (STC#SA03698AT)	D	1	0	(M) May be inoperative provided affected bus is deactivated.

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25	EQUIPMENT/FURNISHINGS		
00-01	Cockpit/Cabin Partition		
-01	Solid Doors	C	- 0 (M) May be inoperative if secured in the full open (stowed) position.
-02	Curtains	C	- 0 (M) May be missing or stowed in the full open position.
00-02	SmartStart Security System ***	C	1 0 (M) May be inoperative provided system is deactivated.
10-01	Flashlight	C	- - Any in excess of those required by 14 CFR may be inoperative or missing.
-01	Flashlight Holder	C	- 0 May be damaged or inoperative provided affected Flashlight remains readily available to crewmember while seated.
10-02	Crew Assist Straps (Cockpit Overhead)	D	- 0 May be damaged or missing.
10-03	Cockpit Sun Visors	C	2 0 May be inoperative or missing provided there are no visual restrictions to the flightcrew.

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25	EQUIPMENT/FURNISHINGS		
10-04	Flightcrew Seats	C	2
			1
			Right Flightcrew Seat may be inoperative provided: a) Operation does not require a Second-in-Command, and b) Seat is placarded "DO NOT OCCUPY".
-01	Armrest(s)	C	-
			0
			May be inoperative provided the affected Armrest can be placed in the normal up or down position.
		C	-
			0
			(M) May be inoperative provided affected armrest is secured in the up position.
-02	Lumbar Support	C	-
			0
-03	Shoulder Harness	C	2
			1
			Right Seat Shoulder Harness may be inoperative provided: a) Operation does not require a Second-in-Command, and b) Seat is placarded "DO NOT OCCUPY".
-04	Seat Adjustment	A	-
			0
			(M) May be inoperative provided: a) Affected Seat is locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available to the flightcrew, c) Position of the affected Seat is acceptable to the flightcrew, and d) Repairs are made within 1 flight day.

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25	EQUIPMENT/FURNISHINGS		
20-01	Passengers Seat(s)	D - -	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE: A Seat with an inoperative Seat Belt or Shoulder Harness is considered inoperative.</p>
-01	Seat Controls (Recline, Swivel, or Tracing)	D - -	<p>May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.</p>
		D - -	<p>(M) May be inoperative and seat occupied provided seatback is secured in the taxi, takeoff, and landing position.</p>
		D - -	<p>May be inoperative provided affected seat is considered inoperative.</p>
-02	Armrest	C - -	<p>May be inoperative or missing and Seat occupied provided:</p> <ul style="list-style-type: none"> a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secure in the upright position.

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25	EQUIPMENT/FURNISHINGS				
20-02 ***	Non-Essential Equipment and Furnishings (NEF)	-	-	0	<p>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 operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.</p> <p>NOTE: Exterior Lavatory Door Ashtrays are not considered NEF items.</p>
20-03	Emergency Medical Services (EMS) Equipment (Medical Transport Equipment)	C	-	0	<p>(M) May be inoperative provided inoperative system/component is deactivated and secured.</p> <p>NOTE: Individual EMS components may be listed in the MEL provided the operator develops the procedure to deactivate the affected system/component and provides Remarks to restrict operations to patients not dependent on the inoperative system/component.</p>
20-04	Flight Inspection Panel Equipment (FF Serials Only)	D	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operation is not dependent on its use, and b) Affected equipment is deactivated.

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25	EQUIPMENT/FURNISHINGS		
25-01	"FASTEN SEAT BELT"/ "FASTEN SEAT BELT WHILE SEATED" Signs or Placards	C	- - One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
30-01	Refreshment Cabinet Waste Receptacles Access Doors/Covers	C	- - (M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
40-01	Cabin Ashtray(s) (excluding Lavatory Door)	C	- 1 May be inoperative or missing.
40-10	Exterior Lavatory Door Ashtrays	A	- - May be missing provided it is replaced within 3 consecutive calendar-days.
50-01	Cargo Restraint Systems	A	- - (M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	- - May be inoperative or missing provided affected compartment remains empty.

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25	EQUIPMENT/FURNISHINGS		
50-02	Cabin Storage Compartments	C	- - (M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Affected compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.
		C	- - (M)(O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any items, except those permanently affixed, c) Affected compartment is prominently placarded "DO NOT USE", d) Procedures are established and used to alert crew members and passengers of inoperative compartments, and e) Passengers are briefed that associated compartment is not used.
			NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.
-01	Storage Compartments Key Locks	D	- - (M) May be inoperative in the unlocked position provided door latch remains operative.

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				4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS				
50-03	Wing Locker Door Gas Spring (Raisbeck Engineering STC only)	D	2	0	(M) May be inoperative provided: a) Gas spring shaft moves freely without impeding operation of the door, and b) Affected Wing Locker Door closes flush with the nacelle.
60-01	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
60-02 ***	Pyrotechnic Signal Device	C	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.
60-03 ***	Emergency Vision Assurance System (STC SA1050WI)	C	2	0	
61-01	Flotation / Overwater Equipment				
-01	Flotation Devices (TSO-C72)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02	Life Preservers (TSO-C13)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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		2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS		
62-01	Emergency Locator Transmitter (ELT)		
-01	Survival Type ELTs	D - -	Any in excess of those required by 14 CFR may be inoperative or missing.
-02	Fixed ELTs	A - 0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days.
		A - 0	May be missing provided repairs are made within 90 consecutive calendar days.
		D - -	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.
		D - -	Any in excess of those required by 14 CFR may be missing.
-03	Remote Switch	D 1 0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT is ARMED.
64-01	Life Rafts	D - -	Any in excess of those required by 14 CFR may be inoperative or missing.

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				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
26	FIRE PROTECTION				
12-01 ***	Cargo Compartment Smoke Detection/Fire Suppression Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.
20-01	Engine Fire Extinguisher PUSH TO EXTINGUISH Guard	A	2	0	May be broken, missing, or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of the Extinguisher, and b) Repairs are made within 1 flight day.
22-01	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.

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4. REMARKS OR EXCEPTIONS					
27	FLIGHT CONTROLS				
11-01	Aileron Trim Tab Indicator	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection. <p>NOTE: Controls must be held neutral to determine Tab Settings.</p>
21-01	Rudder Trim Tab Indicator	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection. <p>NOTE: Controls must be held neutral to determine Tab Settings.</p>

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4. REMARKS OR EXCEPTIONS					
27	FLIGHT CONTROLS				
31-01	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric Trim is deactivated, b) Manual Trim is verified operative with full and free movement, and c) Autopilot is considered inoperative.
-01	Electric Trim Switches	C	-	0	NOTE: Any operative Switch may be used.
-02	ELEC TRIM OFF (green) Annunciator (except Proline 21 and FUSION)	C	1	0	
-03	Pitch Trim ON-OFF Switch	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, b) Manual Trim is verified operative, and c) Autopilot is considered inoperative.
50-01	Flap System				DELETED, Revision 5.
51-01	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.

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				4. REMARKS OR EXCEPTIONS	
28	FUEL				
22-01	Standby Electric Boost Pumps	C	2	1	(M) One may be inoperative provided: a) Affected pump is deactivated, b) AFM defined Emergency Engine Fuels are not used, c) AFM Limitations On Use Of Aviation Gasoline are observed, and d) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
22-10	Engine Driven Low Pressure Fuel Boost Pumps				DELETED, Revision 9.
23-01	Fuel Crossfeed Annunciation (FUEL CROSSFEED)Ann. (green) (Fuel Crossfeed) CAS (cyan)	C	1	0	May be inoperative provided: a) Crossfeed System is verified operative prior to engine start, and b) Both Fuel Pressure Annunciator Lights are operative.
24-01	Auxiliary Fuel Transfer System	C	2	0	May be inoperative provided: a) Any fuel in affected Auxiliary Tank is considered unusable, b) AFM Fuel Imbalance Limitations are observed, and c) Auxiliary Tanks are not used.
-01	Auxiliary Fuel Transfer Annunciation (amber) (L or R NO FUEL XFR) Ann. (L or R No Fuel XFR) CAS	C	2	0	May be inoperative provided Auxiliary Tanks are not used.
40-01	Fuel Quantity Annunciator (L or R FUEL QTY) Annunciator (L or R Fuel Quantity) CAS	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.

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28	FUEL				
41-10	Fuel Quantity Indicator System	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, and c) Both Fuel Quantity Annunciators are operative.
41-20	Foxboro Fuel Counter/Totalizer ***	C	1	0	

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30	ICE AND RAIN PROTECTION				
00-10	Stall Warning Heat (Lift Transducer and Mounting Plate Heater)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
00-20	Engine Ice Vane Annunciation (L or R ENG ICE FAIL) Ann. (amber) (L and R ENG ANTI-ICE) Ann. (green) (L or R Engine Ice Fail) CAS (amber) (L or R Engine Anti-Ice) CAS (cyan)	C	4	2	(O) One may be inoperative on each side.
		C	4	0	(M) Both may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Appropriate Engine Anti-Ice On Performance data is used, and c) Ambient surface temperature is +10 degrees C or below for takeoff.
10-01	Surface Deice System (Wings and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10-20	Surface Deice Annunciation (WING DEICE & TAIL DEICE) Ann. (green) (Wing Deice & Tail Deice) CAS (cyan)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
30	ICE AND RAIN PROTECTION				
20-01	Engine Inertial Ice Vane Actuator Motors	C	4	2	(O) One Actuator Motor on each inlet may be inoperative provided aircraft is not operated in visible moisture at +5 degrees C or below.
		C	4	2	(O) One Actuator Motor on each inlet may be inoperative provided: a) Inertial Ice Vanes are in the extended position, b) Appropriate Engine Anti-Ice On Performance Data is used, and c) Ambient temperature is +10 degrees C or below for takeoff.
		C	4	0	(M) Both Actuator Motors of each Inlet may be inoperative provided: a) Inertial Ice Vanes are in the extended position, b) Appropriate Engine Anti-Ice On Performance Data is used, and c) Ambient temperature is +10 degrees C or below for takeoff.
30-01	Pitot Heaters	B	2	1	Right side may be inoperative provided: a) SIC is not required, b) RVSM is not conducted, and c) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.
-01	Pitot Heat Annunciation (amber) (L or R PITOT HEAT)Ann. (L or R Pitot Heat) CAS	C	-	0	(O) May be inoperative provided both pitot heaters are verified operative.

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				4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION				
40-01	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
40-10	Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
50-01	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
60-10	Propeller Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-01	Automatic Control	C	1	0	May be inoperative provided Manual System is operative
-02	Manual Control	C	1	0	May be inoperative provided Automatic System is operative.
-03	Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
80-10	Rosemont Advisory Ice Detector *** System	C	1	0	

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		4. REMARKS OR EXCEPTIONS	
31	INDICATING/RECORDING		
20-01	Clock With Sweep Second Hand or Electrical Digital Clock	C - 0	May be inoperative for VFR operation.
		C - 1	
20-10	Flight Hour Recorder	C 1 0	(O) May be inoperative provided alternate procedures are established and used to track flight time.
30-01	Flight Data Recorder System	C - -	Any in excess of those required by 14 CFR may be inoperative.
	(Operators Other Than Holders of Air Carrier or Commercial Operator Certificates)	A - 0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
	(Holder of Air Carrier or Commercial Operator Certificate)	A - 0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> a. The FDR failure occurs after pushback but prior to takeoff, or b. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.
(Continued)			

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				4. REMARKS OR EXCEPTIONS	
31	INDICATING/RECORDING				
30-01	Flight Data Recorder System (Continued)				
-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.
-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
-03 ***	Underwater Locator Device	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.
31-10 ***	Engine Trend Condition Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.
31-20 ***	Structural Integrity Sensor System (FF Serials only)	D	1	0	May be inoperative provided Flight Data Recorder (FDR) is operative.
40-01	Aircraft Personality Module (APM Fail) CAS (Pro Line Fusion Only)	C	1	0	(O) May be inoperative provided CHECK MAINTENANCE procedure in the AFM is followed to determine the APM Fail message is displayed.
40-10	Cursor Control Panel (CCP) (Pro Line Fusion Only)	B	2	1	Right side may be inoperative provided: a) MKP is operative, and b) Touchscreen is operative on PFD1, MFD, and PFD2. NOTE: CCP 2 Inop CAS Message may be displayed.

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31	INDICATING/RECORDING				
40-11	Multifunction Keypad Panel (MKP)(Proline FUSION Only)	B	1	0	<p>May be inoperative provided:</p> <p>a) Touchscreen is operative on PFD1, MFD, and PFD2, and</p> <p>b) Both CCPs are operative.</p> <p>NOTE 1: MKP Inop CAS Message may be displayed.</p> <p>NOTE 2: Alphanumeric text entry must be done through the touchscreen and CCPs.</p>
40-12	Baro Single Knob Panel (SKP) (Proline FUSION Only)	C	2	1	(O) May be inoperative provided Baro is in SYNC Mode on the Display Setup Page of the system menu.
50-10	Unassigned Annunciators (---)	D	-	0	
50-11	Master Warning Annunciator (red)	C	2	1	One may be inoperative provided left side is operative for single-pilot operation.
-01	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single-pilot operation.
50-12	Master Caution Annunciator	C	2	1	One may be inoperative provided left side is operative for single-pilot operation.
-01	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single-pilot operation.

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32	LANDING GEAR				
30-01	Hydraulic Fluid Low Annunciation (amber) (HYD FLUID LOW) Ann. (Hyd Fluid Low) CAS	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.
34-10	Landing Gear Control Down Lock Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is verified operative, and b) Down Lock Release Button is verified operative.
40-01	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement when stopped or parked.
40-10	Brake Deice System *** (300 & 300LW)	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is verified in closed position, b) Brake Deice system is deactivated, and c) "L/R BK DEICE ON" (green) annunciator is not illuminated.
	(B300 & B300C) (except Proline FUSION)	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is closed, b) Brake Deice system is deactivated, and c) "L/R BK DEICE ON" (green) annunciator is not illuminated.

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				4. REMARKS OR EXCEPTIONS	
32 LANDING GEAR					
40-10 Brake Deice System (Cont'd)					

(B300 & B300C)	C	1	0	(M) May be inoperative provided:	
(Proline FUSION Only)				d) Brake de-ice bleed air valve is closed,	
				e) Brake Deice system is deactivated, and	
				f) "L/R Brake Deice On" (cyan) annunciator is not illuminated.	
41-01 Anti-skid system					
(STC# SA03275CH only)	C	1	0	(M)(O) May be inoperative provided:	
				a) Anti-skid system is deactivated,	
				b) ABS system drain holes show no signs of leakage,	
				c) Hydraulic brake reservoir fluid level is verified within approved range, and	
				d) Normal brake operation is verified prior to takeoff.	
60-01 Landing Gear Down Annunciator Lights					
(NOSE – L – R) (green)	A	-	3	One Lamp in each Indicator may be inoperative provided:	
				a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and	
				b) Repairs are made within 1 flight day.	
60-10 Landing Gear Control In-Transit Lights (Red)					
	C	2	1	One Bulb may be inoperative provided all Landing Gear Down Annunciator Lights are operative.	

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33	LIGHTS		
10-10	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C - 0	May be inoperative provided the aircraft is not operated at night.
		C - -	Individual Lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.
10-13	Control Panel Lighting System (CCP, SKP, MKP) (Proline FUSION Only)	C 1 0	May be inoperative provided the aircraft is not operated at night.
20-01	Passenger Notice Signs (Fasten Seat Belt) (No Smoking)	C - 0	(O) May be inoperative provided alternate procedures are established and used to verbally brief the passengers.
20-10	Cabin Lights	D - 0	May be inoperative provided: <ul style="list-style-type: none"> a) No Passengers are carried, and b) Cabin Emergency Exit Lighting is operative.
		C - -	(O) May be partially inoperative provided: <ul style="list-style-type: none"> a) Cabin Emergency Exit Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties, c) Sufficient Lighting is operative for passenger carrying operations at night, and d) Both Cabin Exit Lights are operative.

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33	LIGHTS				
30-20	Boarding Lighting System (Includes Lights Within the Airstair and in the Entryway Foyer)	C	1	0	May be inoperative provided both Cabin Exit Lights are operative. NOTE: Any operative light(s) may be used.
30-10	Baggage Compartment Lights	C	-	0	
40-01	Strobe Lights System *** (excluding Anti-Collision lights)	C	1	0	
40-10	Taxi Light	C	1	0	
40-20	Landing Lights	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided the aircraft is not operated at night.
40-30	Pulselight System ***	C	1	0	
40-40	Position Lights	C	3	0	May be inoperative sunrise to sunset.
40-50	Anti-Collision Beacon Light System	B	1	0	As required by 14 CFR
40-60	Recognition Lights	C	2	0	

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33	LIGHTS		
40-70	Wing Ice Inspection Light	C 2 0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
		C 2 1	One may be inoperative provided: a) The left light is operative for single-pilot operations, and b) Ground deicing procedures do not require their use.
40-80	Logo Lights	C 2 0	
50-80	Emergency Instrument Light System	C 1 0	May be inoperative for VFR operations. May not be inoperative for night operations.

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34 NAVIGATION					
13-01	Vertical Speed Indicators	B	2	1	May be inoperative on right side provided operation does not require a Second-in-Command.
		B	2	0	May be inoperative provided aircraft is operated VFR only.
14-01	Airspeed Indicator (Mechanical Airspeed Indicators Only) (Except Collins Proline 21 or FUSION equipped aircraft)	B	2	1	May be inoperative right side provided: a) Second-in-Command is not required, and b) Aircraft is not equipped with Air Data Display Unit(s) or Servoed Electric Airspeed Indicator(s).
-01	External Airspeed Indicator Bugs	C	-	0	(O) May be inoperative or missing.
16-10	Altimeters (Pneumatic/Mechanical Altimeters Only) (Except Collins Proline 21 or FUSION equipped aircraft)	B	2	1	Right side may be inoperative provided: a) Second-in-Command is not required, and b) Aircraft is not equipped with Air Data Display Unit(s) or Servoed Electric Altimeter(s).
16-20	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Aircraft is not operated RVSM, and c) Repairs are made within three flight days.
		A	-	0	(O) May be inoperative provided: a) Aircraft is operated with a Second-in-Command, b) Aircraft is not operated RVSM, c) Enroute operations do not require its use, and d) Repairs are made within three flight days.

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4. REMARKS OR EXCEPTIONS					
34	NAVIGATION				
21-01	Gyroscopic Pitch and Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	Right side may be inoperative provided: a) Second-in-Command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.
21-10	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.
		B	-	0	May be inoperative provided: a) Operations are conducted in VMC only, not at night, and b) Operations are not conducted into known or forecast over-the-top conditions.
21-11	Standby Flight Display System (SFDS) (Collins Pro Line Fusion Equipped Airplanes)	B	1	0	May be inoperative provided: a) PFD1 and PFD2 are operative, b) Operations are conducted VFR only, not at night, and c) Operations are not conducted into known or forecast over-the-top conditions.
22-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1	Right side may be inoperative provided: a) Second-in-Command is not required, and b) Aircraft is not equipped with EFIS or served electric indicator.
22-20	Stabilized Compass System (FF Serials with Bendix EFS-10 Only)	C	2	1	One may be inoperative provided IRS is available and used in lieu of affected compass system.
22-30	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, and b) Any navigation source not displayed on another indicator is considered inoperative.

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34	NAVIGATION				
23-01	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro, AHRS, or INS (IRU) Stabilized Compass Systems are operative.
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro, AHRS or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.
24-01	Gyroscopic Rate of Turn/Slip Skid Indicators (Excludes SN FL-329, 381, 383, and after, and SM FM-12 and after)	B	2	1	May be inoperative on right side provided operation does not require a Second-in-Command.
		B	2	1	May be inoperative on left side provided aircraft is operated VFR Only not at night.
		B	2	0	May be inoperative provided aircraft is equipped with an operative third attitude indicator powered by an emergency power source.

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
25-20	Electronic Flight Instrument System (EFIS) Symbol Generators (FF Serials with Bendix EFS-10 Only)	A	2	1	(O) One may be inoperative provided: a) Aircraft is operated in VMC, b) Aircraft is not operated at night, c) Aircraft is equipped with a Standby Attitude Indicator, d) Navigation is not predicated on its use, and e) Repairs are made within 5 flight hours. NOTE: The Autopilot will be inoperative on the failed side.
25-30	Electronic Flight Instrument System (EFIS) Multi-Function Display Unit (MFD) (Collins EFIS-85B Only)				
-01	3 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.
-02	5 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.
25-40	Synthetic Vision System (SVS) (Including Flight Path Vector) (Proline FUSION Only)	D	2	0	NOTE: PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, SVS Degraded Alt, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway, SVS Fail, and FPV Fail messages may be displayed.
-01	SVS Databases (High Resolution Terrain, Runway/Airport, Obstacle)	D	2	0	May be inoperative or out of currency.

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
25-50	Adaptive Flight Display System (AFD) (Proline FUSION Only)				
-01	Touchscreen Control (Proline FUSION Only)	C	3	2	One may be inoperative provided: a) Touchscreen is inhibited on the inoperative display(s) with the Display Control Inhibit switch on the Reversion Switch Pane, and b) Both Cursor Control Panels are operative.
31-01	ILS Systems (localizer only)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use. NOTE: See Item 54-01 for VOR.
32-01	Glide Slope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
34-01	Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
35-01	Heads-Up Display Unit (HUD) ***	C	1	0	May be inoperative provided approach procedures do not require its use.

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				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
41-00	Flight Inspection Inertial Reference System (IRS) (FF Serials with Bendix EFS-10 Only)	B	1	0	May be inoperative provided navigation is not predicated on its use.
42-00	Weather Radar	C	1	0	As required by 14 CFR.
-01	Radar Antenna Gyro Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.
-02	WXR Tilt Single Knob Panel System (SKP) (Proline FUSION Only)	C	2	1	One may be inoperative.
-03 ***	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures
42-10	Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.
44-10	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Class A TAWS and/or GPWS are considered inoperative, b) TCAS II is considered inoperative, c) Approach procedures do not require its use, and d) Alternate procedures are established and used.
		D	-	1	(M) May be inoperative provided TCAS, TAWS, and/or GPWS are not affected.

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2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
34	NAVIGATION				
44-11	Terrain Awareness and Warning System (TAWS) (Class A required by 14 CFR)				
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
-1	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
-2	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
-3	Glideslope Deviation(s) (Mode 5)	C	-	1	
		B	-	0	
-4	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR and b) Alternate procedures are established and used.

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
44-11	Terrain Awareness and Warning System (TAWS) (Class A required by 14 CFR) (Continued)				
-01	GPWS (Continued)				
-5 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Terrain Displays	C	-	1	
		B	-	0	
-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	

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				2. NUMBER INSTALLED	
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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
44-12	Terrain Awareness and Warning System (TAWS) (Class B required by 14 CFR)				
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
-1	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
-2	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
-3 ***	Modes 2, 4, and 5	C	3	0	
-4	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.

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				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
44-12	Terrain Awareness and Warning System (TAWS) (Class B required by 14 CFR) (Continued)				
-01	GPWS (Continued)				
-5 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03 ***	Terrain Displays	C	-	0	
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
44-13	Ground Proximity Warning System (GPWS) Terrain Awareness and Warning System (TAWS) (Not required by 14 CFR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Any Mode that operates normally may be used. NOTE 2: If TEST Mode is inoperative, TAWS/GPWS must be considered Inoperative.
44-14	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	

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		2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		
45-00	Traffic Alert and Collision Avoidance System (TCAS I)	B - 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C - 0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
45-10	Traffic Alert and Collision Avoidance System (TCAS II)	B - 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C - 0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C 2 1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
(Continued)			

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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
45-10	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are verified operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
-03	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are verified operative, and b) Enroute or approach procedures do not require its use.
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) ***	Airspace Selection Function	C	-	0	
45-20 ***	Traffic Advisory System (TAS)	D	-	0	

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		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		
50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	- -
		D	- 1
			May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
			Any in excess of those required by 14 CFR or operations may be inoperative.
			NOTE: RNAV Systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.
-01	Navigation Databases	C	- -
			(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) RNAV departures, RNAV arrivals, RNAV instrument approaches, and published RNAV routes based on RNAV guidance are not used.
51-10	Distance Measuring Equipment (DME) Systems	C	- 0
		D	- 0
			May be inoperative provided a suitable operative RNAV system is available for DME substitution.
			Any in excess of those required by FAR may be inoperative

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		2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B - 0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D - 1	Any in excess of those required by 14 CFR may be inoperative.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A - 0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit or annual.
-02 ***	ADS-B Squitter Transmissions	C - 0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
		D - 0	May be inoperative provided operations do not require its use,
-03	Control Wheel Transponder Ident Switch		
	(separate transponder unit)	C - 0	May be inoperative provided Transponder Ident Selection is operative.
	(integrated transponder unit) (Proline 21 and FUSION only)	C 2 1	May be inoperative provided function on the Collins Radio Tuning Unit (RTU) or Radio Tuning System (RST) is operative.

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				4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
52-10	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
-01	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: ADS-B data transmissions may continue.
-02	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.
-03	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.
-04	Data Link Transmitter(s)	D	-	0	
-05	Data Link Receivers	D	-	0	
54-01	VHF Omni Range Systems (VOR)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
54-10	UHF TACAN Systems	D	-	0	May be inoperative provided operations do not require its use.
55-10	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided operations do not require its use.
60-10	Flight Profile Advisory System ***	C	1	0	

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34	NAVIGATION		
61-10	Flight Management System (Aircraft Integrated Systems) (except Proline FUSION)		NOTE: Navigation functions and systems identified as FMS that provide only navigation functions are deferred with Area Navigation.
	C	- 1	May be inoperative provided operations do not require its use.
	A	- 0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within 2 flight cycles.

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		4. REMARKS OR EXCEPTIONS		
34	NAVIGATION			
61-11	Flight Management System (Aircraft Integrated Systems) (Proline FUSION Only)	C	2 1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, and b) Alternate procedures are established and used. <p>NOTE 1: These source fail flags may be displayed: FMS1 or FMS2.</p> <p>NOTE 2: This message may be displayed: FMS Not Available.</p> <p>NOTE 3: CAS Messages may display: FMS 1 Inop or FMS 2 Inop.</p>
-01	FMS Navigation Databases	C	2 0	<p>(O) May be out of currency provided:</p> <ul style="list-style-type: none"> a) Current aeronautical charts are used to verify navigation fixes prior to each departure, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) RNAV departures, RNAV arrivals, instrument approaches and published RNAV routes based on RNAV guidance are not used.

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		4. REMARKS OR EXCEPTIONS	
35	OXYGEN		
00-01	External Oxygen Gauge	C	1 0 (M) May be inoperative provided the Internal Oxygen Gauge is monitored during servicing to avoid over-servicing.
10-00	Protective Breathing Equipment (PBE)	D	- - Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.
20-00	Passenger Oxygen System	C	- - As required by 14 CFR. NOTE: Cockpit Crew Oxygen System must be operative.
20-10	Passenger Oxygen Mask	C	- 0 (M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY", and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.

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AIRCRAFT: Textron Aviation Model 300		REVISION NO: 9 DATE: 08/26/2016	PAGE NO: 37-1
1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY			
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
37	VACUUM/PRESSURE		
10-00	Instrument Air Valve (B300 & B300C Only)	C 2	1 (O) One may be inoperative provided: a) Inoperative Valve is verified closed, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated at or below Flight Level 250.
20-00	Suction Gauge	C 1	0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
38	WATER/WASTE				
10-00 ***	Potable Water Systems	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure system is not serviced.
30-00	Lavatory Waste Systems (Electric Circulation Toilet)	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
		C	1	0	(M) May be inoperative provided: a) Toilet system is deactivated, b) Toilet Assembly is inspected for leaks, and c) Toilet is placarded "INOPERATIVE – DO NOT USE".

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY				
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
45	CENTRAL MAINTENANCE SYSTEM			
00-00	Onboard Maintenance System (OMS) (Proline FUSION Only)	D	1	0
				NOTE: License management Not Available, Database Status Not Available, maintenance System Not Available, and Data Load Not Available messages may be displayed.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
46	INFORMATION SYSTEMS				
10-10	Integrated Flight Information System (Pro Line 21 IFIS-5000)				NOTE: Single FSU is not authorized for sole source of aeronautical information.
-01	File Server Unit (FSU) (FSU INOP Message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.
-02	Cursor Control Panel (CCP)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.
-03 ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
-04 ***	Third VHF Communications Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
-05 ***	XM Satellite Weather System	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY			
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
46	INFORMATION SYSTEMS		
10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000)		NOTE: Single FSA is not authorized for sole source of aeronautical information. FSA is available for each AFD by option.
-01	FSA Integrated Flight Information System (Includes Map, Charts, XM Graphical Weather, and Datalink Graphical Weather)	C	- 0 (O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: The following CAS Messages may be displayed: PFD 1 IFIS Inop, MFD IFIS Inop, or PFD 2 IFIS Inop. NOTE 3: The following messages may be displayed: Chart Not Available, Graphical Weather Not Available, XM Graphical Weather Not Available, or Map Not Available.
-02	IFIS Databases, (Terminal Charts, XM Weather, Enhanced Maps, and Datalink WXR)	C	- 0 (O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.
(Continued)			

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY			
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
46	INFORMATION SYSTEMS		
10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000) (Continued)		
-03	Electronic Checklist System	C	3 0
			May be inoperative provided an alternate copy of the checklist is available to the crew. NOTE: The following checklist messages may be displayed: Checklist Not Available
-04	Data Link System	D	- 0
			May be inoperative provided alternate procedures are established and used for affected information. NOTE 1: The following CAS Messages may be displayed: Data Link Fail, Data Link Inop, or Data Link Lost. NOTE 2: The following message may be displayed: Datalink Not Available to ECDU.
15-10	Information Management System (IMS-3500)	D	- 0
-01	WiFi Adapter	D	- 0
-02	Cellular Adapter	D	- 0

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY			
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
46	INFORMATION SYSTEMS		
20-01 ***	Electronic Flight Bag Systems (EFB)(excludes PED EFB)	C - 0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
		D - 0	May be inoperative provided procedures do not require its use.
-01 ***	Power Connection (Class 1 and 2)	C - 0	(O) May be inoperative provided alternate procedures are established and used.
-02	Mounting Device (Class 2)	C - 0	(M) (O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
		D - 0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.
-03	Data Connectivity (Class 2)	C - 0	(O) May be inoperative provided alternate procedures are established and used.
-04	EFB Printer	C - 0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

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		DATE: 08/26/2016		49-1
1. SYSTEM,SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY				
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
49	AIRBORNE AUXILIARY POWER			
00-01	Auxiliary Power Unit (APU)	C	1	0
***				(M) May be inoperative provided system is deactivated.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
				2. NUMBER INSTALLED	
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
52	DOORS				
10-10	Cabin Door Snubber	C	1	0	(O) May be inoperative provided precautions are used when opening.
10-11	Cabin Door Cable Covers	D	-	0	May be damaged or missing provided it does not interfere with normal operation of the Cabin Door.
10-20	Cabin Door Seal	C	1	0	May be damaged and/or inoperative provided: a) Door Seal does not interfere with door operation, and b) Cabin Pressurization System is considered inoperative.
70-01	CABIN DOOR (red) Annunciator System (300 & 300LW Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that the Cabin Door is closed and latched prior to each departure.
70-02	Cabin Door Annunciation (red) (DOOR UNLOCKED) Ann. (Door Unlocked) CAS (B300 & B300C Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that all monitored doors are closed and latched prior to each departure.
70-10	Cabin Door Lock and Upper Door Latch Observation Light System	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, using a flashlight that latches are in the locked position prior to each departure.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
56	WINDOWS				
30-00	Camera Window FOD Door System (STC SA2429CE Only)	C	-	0	May be inoperative with doors in the OPEN, CLOSED, or In-Transit position.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
61	PROPELLERS				
21-01	Propeller Synchrophaser/ Synchronizer System	C	1	0	
-01	Propeller Synchroscope	C	1	0	
23-01	Autofeather Annunciation (amber) (AUTOFTHER OFF) Ann. (Autofeather Off) CAS (B300 & B300C Only)	A	1	0	May be inoperative provided: a) Auto Feather Switches remain in the ARM position for the entire flight, and b) Repairs are made within 3 flight days.

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1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY			
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
73	ENGINE FUEL AND CONTROL		
31-01	Fuel Flow Indicators	B	2
			1
			(M) One may be inoperative provided both Fuel Quantity Indicating Systems are operative.

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1. SYSTEM,SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY				
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
74	IGNITION			
00-01	L or R IGNITION ON Annunciator (green) (Except Proline FUSION)	A	2	1
				May be inoperative in the illuminated condition provided repairs are accomplished within 3 flight days.

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1. SYSTEM,SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
77	ENGINE INDICATING				
12-01	Dual Function Torque Indicator	C	2	0	Digital function only may be inoperative.
14-01	Dual Function N1 Indicator	C	2	0	Digital function only may be inoperative.

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AIRCRAFT: Textron Aviation Model 300		REVISION NO: 9 DATE: 08/26/2016		PAGE NO: 79-1	
1. SYSTEM, SEQUENCE NUMBERS, ITEM & REPAIR CATEGORY					
2. NUMBER INSTALLED					
3. NUMBER REQUIRED FOR DISPATCH					
4. REMARKS OR EXCEPTIONS					
79	ENGINE OIL				
30-01	Oil Pressure Annunciation (red) (L or R OIL PRES LO) Ann, (L or R or L-R Oil Press Low) CAS	C	2	1	One may be inoperative provided corresponding oil pressure gauge is operative and monitored.