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

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 08/20/2013

Cessna 208
CE-208/208B

James B. Adams
Chair, Flight Operations Evaluation Board

Federal Aviation Administration
Kansas City Aircraft Evaluation Group
901 Locust Street, Department of Transportation Building
Kansas City, MO 64106

Telephone: (816) 329-3233
FAX: (816) 329-3241

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Definitions and Preamble	Revised instructions for Definitions.
Guidelines for (M)&(O) Procedures	Revised instructions for operator (O) & (M) Procedures to be based on manufacturer documentation.
NOTE:	Sub items' numbering format has been revised to reflect numbers only. All previous letters and parenthesis have been removed.
ATA 22	
-10-01	Revised Remarks and Exceptions.
-10-02	Revised Remarks and Exceptions.
-13-01	Relocated from ATA 34, Revised Remarks and Exceptions.
ATA 23	
-00-01	Revised Remarks and Exceptions.
-10-01	Revised Remarks and Exceptions.
-12-01	Revised Relief.
-40-01-02	Removed Proviso.
-50-01-03	Revised Remarks and Exceptions.
-50-02	Revised Remarks and Exceptions.
-50-05	Revised Remarks and Exceptions.
-50-07-01-10	Revised Number Required for Dispatch.Revised Remarks and Exceptions.
-50-07-02	Revised Number Required for Dispatch. Revised Remarks and Exceptions.
-50-07-04	Revised Number Required for Dispatch.Revised Remarks and Exceptions.
-50-08-01	Revised Number Required for Dispatch.Revised Remarks and Exceptions.
-50-08-02	Revised Number Required for Dispatch.Revised Remarks and Exceptions.
-50-08-09	Revised Number Required for Dispatch.
-50-08-12	Revised numbering to reflect optional equipment.
-50-08-12-10	Revised number installed.
-50-08-12-20	Revised number installed.
-50-08-13	Revised numbering to reflect optional equipment.
-50-09-01	Revised Remarks and Exceptions.
-50-09-02	Revised Number Required for Dispatch.Revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

-50-09-04	Revised Number Required for Dispatch.Revised Remarks and Exceptions.
-50-09-05	Deleted Split Comm Selector(COM 1/2 Button or Annunciator)
-50-09-09	Revised Title.
-50-09-09-20	Revised Title.
-50-09-11	Revised Number Required for Dispatch.
-60-01	Revised Remarks and Exceptions.
ATA 24	
-10-01	Revised Remarks and Exceptions.
-22-01	Revised Title.Revised Remarks and Exceptions.
-22-02	Revised Title.Revised Remarks and Exceptions.
-32-02	Relocated from ATA 31.
ATA 25	
-10-01	Revised Number Installed for Seat Back Angle Adjustment.
-10-02	Revised remarks and exceptions.
-10-03	Revised Relief.Revised Number Required for Dispatch.
-20-01	Revised Number Required for Dispatch. Revised remarks and exceptions.
-20-01-01	Revised Number Required for Dispatch.
-20-01-02-10	Revised Number Required for Dispatch.
-20-01-02-20	Revised Number Required for Dispatch.
-20-01-02-30	Revised Number Required for Dispatch.
-20-01-03-10	Revised Title.
-20-01-03-20	Revised Title.
-20-02	Removed Note.
-50-01	Revised Number Required for Dispatch.
-50-02-02	Revised Remarks and Exceptions.
-60-01-01	Revised Remarks and Exceptions.
-60-01-02-30	Revised Remarks and Exceptions.
-60-01-02-	Revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

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-60-02-03 Revised Remarks and Exceptions.

-61-01 Revised Remarks and Exceptions.

-64-01 Revised Remarks and Exceptions.

ATA 26

-22-01 Revised Remarks and Exceptions.

ATA 27

-50-02-01 Added Relief for Pneumatic Booted Aircraft. Revised Remarks and Exceptions.

-50-02-02 Added Relief for TKS Equipped Aircraft. Revised Remarks and Exceptions.

ATA 28

-00-01 Revised Relief.

-41-01 Revised Title.Revised remarks and exceptions.

-41-02 Revised Title. Revised Remarks and Exceptions.

-41-03 Relocated to ATA 73

-41-04 Relocated to ATA 73

ATA 30

-30-01-01 Revised Remarks and Exceptions.

-30-01-02 Revised Title. Revised Remarks and Exceptions.

-60-01 Revised NOTE.

-80-01 Revised Title.

-80-01-01 Revised Title.

-80-01-02 Revised Remarks and Exceptions.

ATA 31

-20-01 Revised Remarks and Exceptions.

-20-03 Revised Number. Added *** Revised Remarks and Exceptions.

-30-03 Revised Relief. Revised Remarks and Exceptions.

-50-06 Revised Title.

ATA 32

-42-01 Revised Title.

HIGHLIGHTS OF CHANGE

ATA 33	
-10-01	Revised Title. Removed NOTE.
-20-01-02	Revised Title. Revised Remarks and Exceptions.
-20-01-03	Revised Number Installed.
-40-03	Revised Title.
-40-04-01	Revised Remarks and Exceptions.
-40-04-02	Revised Numbering.
-40-04-03	Added Relief for LED Landing Lights.
-40-04-06-01	Added Relief for LED Taxi Lights.
-40-07	Revised Title.
-40-08	Revised Remarks and Exceptions.
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-00-01-01	Revised Remarks and Exceptions.
-00-01-02-10	Revised Remarks and Exceptions.
-00-01-02-20	Revised Remarks and Exceptions.
-14-01-01	Revised Number Required for Dispatch.
-14-01-02-10	Revised Number Installed.Revised Number Required for Dispatch.
-16-02-01	Revised Number Required for Dispatch. Revised Remarks and Exceptions.
-16-03	Relocated from 34-52-01, Revised Title.
-20-01	Relocated to ATA 37.
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-20-02-10	Revised Remarks and Exceptions.
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-21-03-02	Revised Numbering.
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-24-01-01	Revised Remarks and Exceptions.
-24-01-02-20	Revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

-24-02-01	Revised Remarks and Exceptions.
-24-02-02-20	Revised Remarks and Exceptions.
-25-02-04	Revised Remarks and Exceptions. Removed NOTE.
-25-02-05	Revised Number Required for Dispatch. Revised Remarks and Exceptions.
-25-02-07	Revised Remarks and Exceptions.
-25-03	Revised Number Required for Dispatch.
-25-04	Revised Title.
-25-07-02	Added relief for G1000.
-25-08-02	Added relief for G1000.
-34-01-01	Revised Remarks and Exceptions.
-34-01-02-10	Revised Remarks and Exceptions.
-34-01-03-10	Revised Remarks and Exceptions.
-34-02-01	Revised Remarks and Exceptions.
-34-02-02-10	Revised Remarks and Exceptions.
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-34-03-03	Revised Remarks and Exceptions.
-42-01	Revised Number Required for Dispatch. Revised Remarks and Exceptions.
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-45-01-10	Removed Duplicate Title (Resolution Advisory (RA) Display System).
-45-01-20	Removed Duplicate Title (Resolution Advisory (RA) Display System). Revised Remarks and Exceptions.
-45-02	Revised Numbering.
-45-03	Revised Numbering.
-45-04	Revised Numbering.
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-52-01-02	Revised Number Required for Dispatch. Revised Remarks and Exceptions.
	Moved Altitude Encoder to 34-16-03 and Revised Title.
-52-01-03	Moved Altitude Encoder to 34-16-03 and Revised Title.
-52-01-04	Revised Title.

HIGHLIGHTS OF CHANGE

-55-01	Revised Title.Revised Number Required for Dispatch. Revised Remarks and Exceptions.
	Moved Right Course Select Knob (CRS2) (G1000 Only) to ATA 22.
-57-02	Revised Title.
-57-03	Long Range Navigation Systems(GPS, VOR-DME AREA NAVIGATION, LORAN) Deleted.
-57-03-01	Revised Relief. Revised Remarks and Exceptions.
-60-02	Revised Relief. Revised Remarks and Exceptions.
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-10-01	Revised Remarks and Exceptions.
-20-01	Revised Remarks and Exceptions.
-30-01	Revised Remarks and Exceptions.
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-30-02-02	Revised Number Required for Dispatch.
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ATA 73	
-20-04	Relocated from ATA 28
-20-05	Relocated from ATA 28
ATA 74	
-10-01	Revised ATA Number.
ATA 80	
-00-01-01	Revised Remarks and Exceptions.
-01-01-02	Revised Remarks and Exceptions.

DEFINITIONS

The required definitions are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. A revision to Policy Letter 25 does not require a revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

GUIDELINES FOR (M) & (O) PROCEDURES

The Flight Operations Evaluation Board 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.

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 208 Master Minimum Equipment List (P/N 208COMP-10-00 or later revision). Operator's MEL procedures should be based on the Cessna procedures.

For items not listed in Master Minimum Equipment List Operational and Maintenance Procedures Manual published by Cessna Aircraft Company, the following guidelines are provided to help establish required operator procedures.

22-10-06 (O) Operations procedure for operating radar with manual tilt adjustment, and loss of roll stabilization.

24-22-02 (O) Operations procedure for operating radar with manual tilt adjustment, and loss of roll stabilization.

33-40-08 (M) Maintenance procedure to pull and secure circuit breaker.

34-25-02 (O) (all) Operations procedure to ensure crew awareness of inoperative systems or functions and alternate procedures for inoperative functions. NOTE: Procedures must ensure that erroneous or misleading information is not displayed.

76-00-01 (M) Maintenance procedure to deactivate lock assembly in accordance with STC SA01296SE instructions and aircraft maintenance manual guidance.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-20-01	Cockpit Air Outlet	C	-	0	
-20-02	Cabin Air Outlet	C	-	0	
-21-01	VENT AIR Fan (Aircraft not equipped with Freon/R134A Air Conditioner)	C	2	0	
-21-02	PFD Fan (G1000 Only)	C	2	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-03	MFD Fan (G1000 Only)	C	1	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-04	Deck Skin Fan (G1000 Only)				
-01		C	2	1	
-02		C	2	0	(O) May be inoperative provided: a) Aircraft is operated in accordance with AFM limitations, b) Flight planning procedures account for operational temperature limitations, c) GIA 1 or 2 COOLING is not displayed, d) PFD 1 or 2 COOLING is not displayed, and e) MFD COOLING is not displayed.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
-22-01 Aft/Fwd Cabin Distribution Valve				
-01	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.
-02	C	1	0	(M) May be inoperative provided valve is secured in the forward position. NOTE: With Cabin Distribution Valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat.
-22-02 Defrost/Fwd Cabin Air Distribution Valve				
-01	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.
-02	C	1	0	(M) May be inoperative provided valve is secured in the defrost position.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
-41-01 Mixing Air Valve (Except for STC SA02291AK)				
-01	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.
-02	C	1	0	(M) May be inoperative provided system is secured in flight mode.
-50-01 *** Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTOFLIGHT				
-10-01 ***	Autopilot	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, and b) Enroute procedures and approach minimums do not require use of autopilot system.
-10-02 ***	Yaw Damper	C	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw damper is deactivated.
-10-03 ***	Autopilot/Trim Disconnect Function (Red Yoke A/P DISC TRIM INTER Button)				
-01		C	-	1	One may be inoperative provided disconnect button is operative on flying pilot side.
-02		C	-	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Electric elevator trim is considered inoperative.
-10-04 ***	Control Wheel Steering (CWS)	C	-	0	
-10-05 ***	Go Around Button	C	1	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTOFLIGHT				
-10-06	GAD 43 Adapter (Installed by STC SA02017SE-D Only)				
-01	Radar Equipped Aircraft	C	1	0	May be inoperative provided: a) Autopilot and yaw damper are considered inoperative, b) Radar stabilization is select off (STAB-OFF), and c) Alternate procedures are established and used for operating radar without pitch and roll stabilization.
-02	Non Radar Equipped Aircraft	C	1	0	May be inoperative provided autopilot and yaw damper are considered inoperative.
-10-07	HDG/GPSS Switch (Installed by STC SA02017SE-D or SA02153LA-D Only)				
-01	HDG Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in GPSS position, and b) Autopilot coupling to heading bug is not attempted.
-02	GPSS Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in HDG position, and b) Autopilot coupling to GPS flight plan is not attempted.
-13-01	Right Course Select Knob (CRS2) (G1000 Only)	C	1	0	May be inoperative provided procedures do not require its use.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-00-01	Communications System	C	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative provided: a) System is not powered by any aircraft emergency power system bus, and b) Emergency procedures do not require its use.
-00-02 ***	Flight Phone/Satcom System	D	-	0	May be inoperative provided procedures do not require its use.
-01	Cockpit Handset	D	1	0	
-02	Cabin Handset	D	-	0	
-00-03 ***	Control Yoke Press To Talk Switch (MIC)	C	-	0	May be inoperative provided hand microphone is operative.
-10-01 ***	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-01 ***	Wire Antenna	C	-	0	(M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of the antenna is removed, and c) High Frequency (HF) communication system is considered inoperative.
-12-01 ***	Panel Mount FM Transceiver	D	1	0	
-20-01 ***	Datalink (Satellite Radio and Weather)				
-01		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23	COMMUNICATIONS					
-20-01 ***	Datalink (Satellite Radio and Weather)(Continued)					
-02		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function(s) that operate normally may be used.	
-40-01	Passenger Address (PA) System					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any function(s) that operate normally may be used.	
-02	Cargo Configuration	D	1	0		|
50-01 ***	Cockpit Voice Recorder (CVR)					
-01	With Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.	
-02	Without Flight Data Recorder Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
-03	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	|
-04	Independent Power Source	C	1	0		

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-50-02 ***	Flight Deck Headsets Earphone/Headphones and Boom Microphones	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-01	Headset Boom Microphones (For the Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
-10	Headset Boom Microphones (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
-20	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
-02	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-50-03 ***	Headset Audio System	C	-	0	May be inoperative provided associated cockpit speaker is operative.
-50-04	Hand Microphone	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-01	Hand Microphone Jack	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-02	Hand Microphone Holder	C	1	0	(O) May be inoperative provided microphone is secured by alternate means.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
-50-05 Cockpit Speakers System (Including Audio Amp)	C	2	1	One may be inoperative provided: a) System is not required by operating rule, b) Affected speaker is not required for procedures, and c) Headset is used for associated inoperative speaker including during emergency procedures.
-50-07 Audio Panel (KMA 24 or KMA 24H)				
-01 Speaker Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)				
-10	C	-	0	May be inoperative provided: a) Procedures do not require use of associated audio source, and b) Associated audio source is not required by operating rule.
-20	C	-	0	May be inoperative provided speakers are not required or used.
-02 Phone Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)	C	-	0	May be inoperative provided: a) Procedures do not require use of associated audio source, and b) Associated audio source is not required by operating rule.
-03 Auto Source Selector (Speaker and Phone or SPKR AUTO Knob)	C	-	0	May be inoperative provided flight crew selects desired audio source using source selector. (Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-50-07	Audio Panel (KMA 24 or KMA 24H) (Continued)				
-04	Mic Selector (TEL, HF, COM 1, COM 2, INT, EXT, EMG, 1, 2, 3, 4, 5, PA Position)	C	-	0	Individual positions may be inoperative provided: a) Procedures do not require use of associated audio transmitter, and b) Associated audio transmitter is not required by operating rule.
-05 ***	Intercom Squelch Control (VOX)	C	1	0	May be inoperative provided associated squelch is acceptable to flight crew.
-50-08	Audio Panel (GMA 340)				
-01	Audio Selector (COM 1, COM 2, COM 3, NAV 1, NAV 2, DME, ADF, ADF 1, ADF 2 Button or Annunciator)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by operating rule.
-02	Mic Selector (COM 1 MIC, COM 2 MIC, COM 3 MIC, PA Button or Annunciator)	C	4	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by operating rule.
-03	Speaker Selector (SPKR Button or Annunciator)	C	1	0	May be inoperative provided speakers are not required or used.
-04 ***	Split Comm Selector (COM 1/2 Button or Annunciator)	C	-	0	

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
-50-08 Audio Panel (GMA 340) (Continued)				
-05 Intercom Selector (PILOT, CREW Button or Annunciator) (Failed with at least one station isolated)				
-10	C	2	0	(O) May be inoperative provided flight crew verifies no stations are isolated.
-20	C	2	0	May be inoperative provided aircraft is operated single pilot. NOTE: The pilot may be unable to hear passengers through the intercom system and vice versa.
-06 Annunciator Test (TEST Button)	C	1	0	(O) May be inoperative provided: a) Desired annunciators are checked manually, and b) Marker beacon annunciators are considered inoperative.
-07 Volume Control (COPILOT)	C	1	0	May be inoperative provided aircraft is operated single pilot.
-08 Volume Control (Passenger – PULL PAS VOL)				
-10	C	1	0	May be inoperative provided no passengers are carried.
-20	C	1	0	May be inoperative provided volume is acceptable to passengers.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
-50-08 Audio Panel (GMA 340) (Continued)				
-09 Volume/Squelch Knob	C	4	0	May be missing provided associated control is considered inoperative.
-10 Squelch Control				
-10	C	2	0	May be inoperative provided associated squelch is acceptable to flight crew.
-20	C	2	1	Right Side may be inoperative for single pilot operations.
-11 Automatic Dimming	C	1	0	May be inoperative provided annunciator intensity is acceptable to flight crew.
-12 *** Telephone Ringer Input (TEL RINGER)				
-10	C	1	0	May be inoperative provided flight phone is considered inoperative.
-20	C	1	0	May be inoperative provided alternate procedures are established and used.
-13 *** Auxiliary Entertainment Inputs (MUSIC 1, MUSIC 2)	C	-	0	
-50-09 Audio Panel (GMA 1347)				
-01 *** Copilot Side	C	1	0	May be inoperative provided procedures do not require its use.
-02 Mic Selector (COM1 MIC, COM2 MIC, COM3 MIC, PA Button)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by operating rule.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-50-09	Audio Panel (GMA 1347) (Continued)				
-03	Mic Selector Annunciator (COM1 MIC, COM2 MIC, COM3 MIC)	C	-	0	May be inoperative provided crew refers to PFD frequency boxes for active transmit frequency (shown in green).
-04	Audio Selector (COM1, COM2, COM3, TEL, MUSIC, DME, NAV1, NAV2, ADF, AUX Button or Annunciator)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by operating rule.
-05	Split Comm Selector (COM 1/2 Button or Annunciator)				Deleted in Rev 10.
-06	Speaker Selector (SPKR Button or Annunciator)	C	-	0	May be inoperative provided speakers are not required or used.
-07	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	-	0	May be inoperative provided associated squelch is acceptable to flight crew.
-08	Clearance Playback (PLAY Button)	D	-	0	
-09	Intercom Selector (PILOT, COPLT Button or Annunciator)	C	-	0	
-10		C	-	0	(O) May be inoperative provided flight crew verify no stations are isolated.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
-50-09 Audio Panel (GMA 1347) (Continued)					
-09 Intercom Selector (PILOT, COPLT Button or Annunciator)					
-20 (Failed with at least one station isolated)	C	-	0	May be inoperative provided aircraft is operated single pilot. NOTE: The pilot may be unable to hear passengers through the intercom system and vice versa.	|
-10 Volume Control (Passenger - PASS)					
-10	C	1	0	May be inoperative provided no passengers are carried.	
-20	C	1	0	May be inoperative provided volume is acceptable to passengers.	
-11 Volume/Squelch Knob	C	-	0	May be missing provided associated control is considered inoperative.	|

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-60-01	Static Wicks				
-01	Left Aileron	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.
-02	Right Aileron	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.
-03	Left Elevator	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.
-04	Right Elevator	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.
-05	Rudder	C	-	2	May be damaged or missing provided uppermost wick is installed and not damaged.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
-10-01 ***	Standby Alternator	B	1	0	May be inoperative provided: a) Standby Alternator power switch remains in the OFF position, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and c) Flight is not a 14 CFR 135 IFR passenger carrying flight.
-22-01 ***	Avionics Inverter (KFC-250 autopilot only)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in IMC, and b) Aircraft is not operated at night.
-22-02	Avionics Inverter (Aircraft modified by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative inverter is selected.
-01	Radar Equipped Aircraft	C	2	0	(O) May be inoperative provided: a) Autopilot is considered inoperative, b) Yaw damper is considered inoperative, c) Radar stabilization is select off (STAB-OFF), and d) Alternate procedures are established and used for operating radar without pitch and roll stabilization.
-02	Non Radar Equipped Aircraft	C	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw damper is considered inoperative.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
-32-01 ***	On Board Battery Charger System (STC SA2536SO)				
-01		C	1	0	May be inoperative provided: a) On board battery charger over-ride control switch is placed in the OFF position, and b) Aircraft charging system operates normally.
-02	Battery Minder (STC SA02291AK)	C	1	0	May be inoperative provided the aircraft charging system operates normally.
-32-02 ***	Battery State of Charge Indicator (STC SA02291AK)	C	1	0	May be inoperative provided not required for 14 CFR-135 passenger carring operations.
-39-01	Cockpit 12-Volt Direct Current Power Outlet	C	1	0	(M) May be inoperative provide system is deactivated.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS					
-10-01	Flight Crew Seat (per seat)					
-01	Seat Back Angle Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a latched position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	|
-02	Armrest					
-10		C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		C	-	0	(M) May be inoperative provided armrest is removed.	
-03	Seat Height Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-02	Copilot Restraint System	C	1	0	May be inoperative provided seat remains unoccupied.	|
-10-03	Crew Seat Restraint Buckle Protective Padding	D	-	0	May be missing or inoperative.	|

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS					
-10-04	Flight Deck Sunvisor System	C	2	0	May be inoperative or missing provided sunvisor does not obstruct either pilot's field of vision.	
-20-01 ***	Passengers Seat (Including Side Facing Seat)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to the aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).	|
-01	Armrest	D	-	0	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the aisle, and c) If armrest is missing, seat is secured in full upright position.	|
-02	Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)					
-10		D	-	0	(M) May be inoperative and seat occupied provided seat is secured in placarded taxi, takeoff and landing position.	|
-20		D	-	0	May be inoperative and seat occupied provided control is failed in placarded taxi, takeoff and landing position.	|

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/FURNISHINGS					
-20-01 *** Passengers Seat (Including Side Facing Seat) (Continued)					
-02 Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)					
-30	D	-	0	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.	|
-03 *** Seat Belt Air Bag Restraint Systems					
-10 Seat Belt Air Bags Required by operating rule	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.	|
-20 Seat Belt Air Bags Not Required by operating rule	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	|
-20-02 Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual. (M) And (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-50-01	Cargo Restraint Systems	C	-	0	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
-01	Cargo Barrier	C	1	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook section 6, Weight and Balance/Cargo Load Restraint.
-02	Vertical Restraint Net	C	3	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook section 6, Weight and Balance/Cargo Load Restraint.
-60-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing.
-02	Fixed ELTs				
-10		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-20		A	-	0	May be missing provided repairs are made within 90 days.
-30		D	-	-	(M) Any in excess of those required by 14 CFR (FAR) may be inoperative provided system is deactivated.
-40		D	-	-	Any in excess of those required by 14 CFR (FAR) may be missing.
-03	Remote ELT Switch	C	1	0	(M) May be inoperative provided system is deactivated.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-60-02 ***	Emergency Medical Equipment				
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR (FAR) may be incomplete, missing or inoperative.
-60-03 ***	Smoke Goggles	C	-	0	
-61-01 ***	Life Preserver (Crew And Passenger)	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing.
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
-10-01	Engine Fire Detect Warning Horn	C	1	0	May be inoperative provided fire warning light is operative.
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and stored out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
-00-01	Trim Position Indicators (Aileron, Rudder & Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Trim is checked for full range of travel, b) Trim operation is not affected, and c) Trim is positioned to neutral prior to each departure.
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) Manual trim is operative, and c) Autopilot is considered inoperative.
-50-01	Flap Position Indicator	C	1	0	May be inoperative provided: a) Primary flap system is operative, and b) Flap position is visually monitored.
-50-02	Primary Flap System				
-01	Pneumatic Booted Aircraft	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, b) Flap position indicator is operative, c) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and d) Autopilot is disengaged prior to operating standby flap system.
-02	TKS Equipped Aircraft	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, b) Flap position indicator is operative, c) Aircraft is not operated in known, forecast, or AFM defined icing, and d) Autopilot is disengaged prior to operating standby flap system.
-50-03	Standby Flap System	C	1	0	May be inoperative provided the primary flap system is operative.
-70-01	Rudder Gust Lock	C	1	0	(M) May be inoperative provided gust lock is secured in the unlocked position.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
-00-01 ***	Single Point Refueling System	D	1	0	
-40-01 ***	Fuel Totalizer System (Non G1000)	D	1	0	May be inoperative provided procedures do not require its use.
-41-01	Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: a) Fuel Low Level Annunciation is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to maximum, d) Flight is restricted to a maximum of three hours, e) If autopilot is used it must be disconnected every twenty minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecast, or AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within three flight days.
-41-02	Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.
-41-03	Fuel Flow Indicator				Moved to ATA 73
-41-04 ***	Shadin ETM Fuel Flow function (STC SA02291AK)				Moved to ATA 73

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
-00-01 *** TKS Ice Protection System	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-01 TKS Cockpit Quantity Indication Gauge(Analog)				
-10	A	1	0	May be inoperative provided: a) TKS Low Level Indicating System must be operative, b) Prior to every takeoff the TKS tank must be filled to maximum quantity, c) Flight is restricted to a cumulative maximum of seventy minutes when system is operated in the PRIMARY HIGH position, and d) Repairs are made within three flight days.
-20	D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-02 TKS Low Level Indicating System(Analog)				
-10	A	1	0	May be inoperative provided: a) TKS Cockpit Quantity Indication Gauge must be operative, b) Prior to every takeoff the TKS tank must be filled to maximum quantity, c) Flight is restricted to a cumulative maximum of seventy minutes when system is operated in the PRIMARY HIGH position, and d) Repairs are made within three flight days.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
-00-01 ***	TKS Ice Protection System (Continued)				
-02	TKS Low Level Indicating System(Analog)Continued				
-20		C	1	0	May be inoperative provided TKS Cockpit Quantity Indication Gauge must be operative.
-30		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-01	Pneumatic De-Ice System (Failure to Inflate) (Wing, Wing Strut, Horizontal and Vertical Stabilizer, Cargo Pod Nose, and Main Gear Legs) (Non TKS Aircraft Only)	C	1	0	May be inoperative provided: a) Boots remain deflated, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-30-01	Pitot Heat				
-01	Left side	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Heater is not required by operating rule, c) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and d) Repairs are made within 3 flight days.
-02 ***	Right Side (Non G600/G1000)	C	1	0	May be inoperative provided not required by operating rule.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
-30-01	Pitot Heat (Continued)				
-03	Right Side (G600/G1000 Equipped Aircraft)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Aircraft is operated in accordance with AFM limitations. NOTE: R P/S HEATER amber CAS will appear on PFD (G1000 only)
-30-02	Stall Vane Heat	A	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Repairs are made within 3 flight days.
-40-01 ***	Windshield Anti-Ice (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-60-01	Propeller Anti-Ice System (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions. NOTE: Low Airspeed Awareness may not be available depending on configuration.
-80-01 ***	Ice Detector System (STC SA02282CH)				
-01		C	1	0	
-02		D	1	0	May be inoperative provided procedures do not require its use.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/RECORDING				
-20-01	Clock with Sweep Second Hand or Electric Digital Clock	C	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-20-02	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-20-03 ***	Bleed Air Temperature Display (STC SA02291AK)	C	1	0	May be inoperative provided: a) Aircraft is not operated with outside air temperature above 80°F, and b) Cabin heat control not opened more than the minimum amount required for operation.
-30-01 ***	Power Analyzer and Recorder (PAR) STC SA00020NY, STC SA628NE	D	1	0	
-30-02 ***	Engine Trend Monitoring System(Except Shadin ETM fuel flow function on STC SA02291AK)	D	1	0	
-30-03 ***	Flight Data Recorder (FDR) System	D	-	0	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-50-04	De-Ice Pressure Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/RECORDING				
-50-05 Windshield Anti-Ice Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-50-06 Door Warning Annunciator (Failed to Illuminate) (Non G1000 Aircraft)	A	1	0	(O) May be inoperative provided: a) Crew member confirms by visual inspection that the cargo door and the passenger door (if installed) are latched and secured in the closed position, b) Doors are not reopened after visual inspection and prior to departure, c) Fasten seat belt sign remains on or the passengers are briefed to remain seated with their seat belts fastened prior to departure, and d) Repairs are made within three flight days.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
-42-01 Parking Brake System	C	1	0	May be inoperative provided wheel chocks are installed when the aircraft is not in use.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting (Excluding button lights standby flight instrument lighting and internally lighted annunciators)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight deck emergency lighting is operative.
-10-02 ***	Windshield Ice Detection Light	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-03	Wing Courtesy Light	D	2	0	
-20-01	Cabin Interior Lighting System				
-01	Passenger Configuration	C	-	0	May be inoperative provided aircraft is not operated at night.
-02	Passenger Configuration (Excluding cabin light next to the door and emergency exit lights.)	C	-	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, b) Sufficient lighting is operative for crew to perform required duties.
-03	Cargo Only Configuration	D	3	0	

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
33	LIGHTS					
-20-02 ***	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established to alert cabin occupants when NO SMOKING and/or SEAT BELT are selected, and b) Scheduled operations are not conducted.	
-33-01 ***	Cabin Light Timer	C	1	0	May be inoperative provided light control is still operative.	
-40-01	Beacon Light (Upper)	C	1	0		
-40-02 ***	Belly Mounted Anti-Collision Light (STC SA01239AT)	C	1	0		
-40-03	Anti-Collision Strobe Light System	A	1	0	May be inoperative provided: a) All position (NAV) lights are operative during night operations, b) Flashing beacon light system is operative during night operations, and c) Repairs are made within three flight days.	|
-40-04	Landing Light System					
-01		C	2	0	May be inoperative provided it is not required by operating rule.	|
-02		C	2	1	One may be inoperative for night operations provided one taxi light is operative.	|
-03	LED Bank	C	3	1	Two may be inoperative	|
-40-05	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated at night.	
-40-06	Taxi/Recognition Light	C	2	0		
-01	LED Bank	C	2	0		|

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
-40-07 Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and b) Ground deicing procedures do not require their use.
-40-08 *** Pulse Light System (STC SA4005NM)	C	1	0	(M) May be inoperative provided: a) At least one landing light is verified operative for night operations, and b) Pulse light system is disabled.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-00-01 VHF Navigation Systems				
-01 VOR	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-02 ILS				
-10 Localizer	C	-	-	May be inoperative provided: a) Procedures do not require its use, b) Associated glideslope is considered inoperative, and c) System is not required by operating rule.
-20 Glideslope	C	-	-	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by operating rule.
-14-01 Analog Airspeed Indicator				
-01 Copilot Side (Non G600/G1000 Only)	C	-	0	May be inoperative provided operations do not require a second in command.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
-14-01 Analog Airspeed Indicator (Continued)					
-02 Standby					
-10 G1000	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within three flight days.	|
-20 G600	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within three flight days.	|
-14-02 Analog Vertical Speed Indicator (Non G1000 Only)	B	-	-	Left side must be operative for 14 CFR 135 IFR passenger carrying operations.	
-16-01 Altitude Alerting System ***	C	-	0	(O) May be inoperative provided enroute operations do not require its use.	
-16-02 Analog Altimeter					
-01 Copilot Side (Non G600/G1000 Only)	C	-	0	May be inoperative provided: a) Operations do not require a second in command, and b) A non-electric altimeter is installed and operative on the pilot side.	|

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-16-02 Analog Altimeter (Continued)				
-02 Standby				
-10 G1000	A	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within three flight days.
-20 G600	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions,and c) Repairs are made within three flight days.
-16-03 *** Encoding Altimeter	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-18-01 *** Low Airspeed Awareness System (LAA)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-20-01 *** Auxiliary Dry Air Pump (Any STC installation)				Moved to ATA 37.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-20-02	Nonstabilized Magnetic Compass(G1000 only)	B	1	0	May be inoperative provided any combination of three gyro or AHRS stabilized compass systems are operative.
-10		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on the enroute portion of the flight.
-20		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
-21-01	Copilot Side Gyroscopic Attitude Indicator System (Non G600/G1000Only)	C	-	0	May be inoperative for operations not requiring a second in command.
-21-02 ***	Number 2 Gyroscopic Attitude Indicator (Installed on Pilot side) (Non G600/G1000Only)	C	1	0	May be inoperative provided operations do not require its use.
-21-03	Standby Attitude Indicator				
-01	G1000	A	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within three flight days.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
-21-03 Standby Attitude Indicator (Continued)					
-02 G600	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within three flight days.	
-21-04 GRS 77 AHRS (Installed by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative AHRS is selected.	
-22-01 Copilot Side Directional Gyroscopic Indicator (Non G1000 Only)	A	-	0	May be inoperative for operations provided: a) Does not require a second in command, and b) Repairs are made within three flight days.	|
-24-01 Gyroscopic Rate of Turn Indicator (Non G1000 Only)					
-01 Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.	|
-02 Copilot					
-10 VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs made within three flight days.	

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
-24-01 Gyroscopic Rate of Turn Indicator (Non G1000 Only) (Continued)					
-02 Copilot					
-20 VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.	|
-24-02 Analog Slip Skid Indicator (Non G1000 Only)					
-01 Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.	|
-02 Copilot					
-10 VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs made within three flight days.	
-20 VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.	|
-25-01 Flight Director ***	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Autopilot is considered inoperative.	

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-25-02 ***	Multi Function Display (GMX-200 STC Only)				
-01		D	1	0	May be inoperative provided display is not used to display TCAS or TAWS information.
-02		C	1	0	(O)
-03 ***	Map (MAP)	D	1	0	May be inoperative or out of currency provided system complies with AFM supplement limitations.
-04	Database	D	1	0	May be out of currency provided operations are conducted in accordance with AFM limitations.
-05 ***	Airborne Weather Radar/Thunderstorm Detection Equipment Display (RADAR)	D	1	0	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-06 ***	Terrain Awareness (internal) (TER)	D	1	0	May be inoperative.
-07	Terrain Awareness(external) (TER)	C	1	0	(O) May be inoperative provided terrain display is considered inoperative.
-08 ***	Traffic Awareness (TRAF)				
-10 ***		D	1	0	(O) May be inoperative provided traffic display is not used for TCAS I or TCAS II traffic display.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34	NAVIGATION					
-25-02 ***	Multi Function Display (GMX-200 STC Only) (Continued)					
-20 ***		C	1	0	May be inoperative in accordance with existing TCAS MMEL relief.	
-09 ***	Weather Information Datalink (FIS)	D	1	0	May be inoperative.	
-10 ***	Chartview (CHART)	D	1	0	May be inoperative or out of currency. NOTE: Comply with AFMS Limitations.	
-25-03	Copilot Side Primary Flight Display (PFD) (G1000 or STC SA02153LA-D Only)	B	-	0	May be inoperative for operations not requiring second in command.	|
-25-04	Radio Magnetic Indicator (RMI)	C	-	0		|
-25-05	Aviation Database for G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)	C	1	0	May be expired provided airport, airspace, and navaid information are derived from current aeronautical data sources.	
-25-06	Obstacle Database for G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)	C	1	0	May be expired provided obstacle information is derived from current aeronautical data sources.	
-25-07	Safe Taxi Database					
-01	G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)	C	1	0	May be expired provided airport diagrams are derived from current aeronautical data sources.	
-02	G1000	A	-	-	May be out-of-date provided aircraft operated in accordance with applicable AFM limitations.	| | |

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-25-08 Chart Database				
-01 G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)	C	1	0	May be expired provided aeronautical data is derived from current aeronautical data sources.
-02 G1000	A	-	-	May be out-of-date provided aircraft operated in accordance with applicable AFM limitations.
-25-09 *** Synthetic Vision	C	1	0	May be inoperative provided procedures do not require its use.
-34-01 *** Marker Beacon Receiver (KMA 24)				
-01 Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-02 Beacon Annunciator (A, O, M)				
-10	C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Marker beacon is not required by operating rule.
-20	C	3	0	May be inoperative provided remote annunciator panel is installed and operative.
-30	C	3	0	May be inoperative provided marker audio is operative and used.

(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-34-01 *** Marker Beacon Receiver (KMA 24)(Continued)				
-03 Annunciator Test (TST Button)				
-10	C	1	0	May be inoperative provided: a) Procedures do not require use of the marker beacon function, and b) Marker beacon is not required by operating rule.
-20	C	1	0	May be inoperative provided marker audio is operative and used.
-04 Sensitivity (HI-LO) Selector (SENS Button)	C	1	0	
-34-02 Marker Beacon Receiver (GMA 340)				
-01 Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-02 Beacon Annunciator (A, O, M)				
-10	C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Marker beacon is not required by operating rule.
-20	C	3	0	May be inoperative provided remote annunciator panel is installed and operative.
-30	C	3	0	May be inoperative provided marker audio is operative and used.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
					(Continued)
-34-02	Marker Beacon Receiver (GMA 340)(Continued)				
-03	Audio Selector / Mute (MKR-MUTE Button or Annunciator)	C	1	0	May be inoperative provide procedures do not require marker audio.
-04	Sensitivity Annunciator (HI - LO)	C	2	0	
-05	Sensitivity Selector (SENS Button)	C	1	0	
-34-03	Marker Beacon Receiver (GMA1347)				
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-02	Audio Selector / Mute (MKR-MUTE Button or Annunciator)	C	-	-	May be inoperative provide procedures do not require marker audio.
-03	High Sensitivity Selector (HI SENS Button or Annunciator)	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-42-01	Weather Radar/Thunderstorm Detection Equipment	C	1	0	May be inoperative provided system is not required by operating rule.
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System Class B TAWS Equipment Required				
					(Continued)

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (Continued)				
-01 Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-10 Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
20 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-30 Modes 2, 4 & 5 ***	C	3	0	
-40 Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by operating rule, and b) Alternate procedures are established and used.
-45 Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
-50 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	

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-03 ***	Terrain Displays	C	-	0	
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
-05 ***	Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-44-02	Radio Altimeter				
-01		A	1	0	(M) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) System is deactivated and secured, and c) Repairs are made within two flight days.
-02		C	1	0	May be inoperative provided approach procedures do not require its use.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34	NAVIGATION					
-45-01 ***	Traffic Alert and Collision Avoidance System					
-01	Traffic Alert and Collision Avoidance System (TCAS I)					
-10		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-20		C	-	0	(M) May be inoperative provided: a) Not required by operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	|
-02	Traffic Alert Display System	C	-	0	(O) May be inoperative provided enroute or approach procedures do not require its use.	|
-03	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	|
-04 ***	Airspace Selection Function	C	-	0		|
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	C	1	0		
-51-01	Distance Measuring Equipment	D	-	0	Any in excess of those required by 14 CFR (FAR) may be inoperative.	| |

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-52-01	ATC Transponders and Automatic Altitude Reporting System				
-01		B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Traffic alert and collision avoidance system (TCAS) is considered inoperative.
-02		D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
	Altitude Encoder				Moved to 34-16-03 Revised Title.
-03	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By operating rule	A	-	0	May be inoperative provided: a) Operation do not require its use, and b) Repairs are made prior to completion of the next scheduled inspection/check of the system.
-04 ***	ADS-B Squitter Transmissions	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.
-55-01	Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided procedures do not require its use.
	Right Course Select Knob (CRS2) (G1000 Only)				MOVED TO ATA 22

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-57-02 ***	Data Loader Jack (For KLN series)	C	1	0	
	Long Range Navigation Systems (GPS, VOR-DME AREA NAVIGATION, LORAN)				Deleted in Revision 10
-60-01 ***	ARNAV WX Link System	D	-	0	Relocated to ATA 23
-60-02	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each flight, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) RNAV departures, RNAV arrivals, instrument approaches, and published RNAV routes based on RNAV guidance are not used, and d) Approach navigation radios are manually tuned and identified.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
-10-01 *** Oxygen Mask	C	-	0	May be inoperative provided not required by operating rule.
-20-01 *** Oxygen System (Passenger Only)	C	1	0	May be inoperative provided system is not required by operating rule.
-01 Cabin Mask				
-10	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded “DO NOT OCCUPY”.
-20	D	-	0	May be missing or inoperative provided operation does not require its use.
-30-01 *** Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or removed provided location placarding is removed or obscured.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
37	VACUUM				
-10-01 ***	Auxiliary Dry Air Pump (Any STC installation)	C	1	0	May be inoperative provided air pump is not required by operating rule.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
38	WATER/WASTE					
-30-01 ***	Pilot Relief Tube	C	1	0		
-30-02 ***	Flushing Toilet System (Excluding Relief Tube)	C	1	0	(M) (O) Individual components may be inoperative provided: a) System is drained and deactivated, b) System and area is inspected for leaks then cleaned if required, c) Cabin occupants are briefed prior to each flight the toilet is inoperative and unusable, and d) Toilet is placarded "DO NOT USE TOILET".	
-01 ***	Belted Toilet Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, AND LANDING".	|
-02 ***	Belted Toilet Seat Belt/Shoulder Harness Keeper	D	-	0		|

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
-10-01	Cockpit Door Key Lock	C	2	0	May be inoperative in the unlocked position.
-10-02	Passenger Door Key Lock	C	-	0	May be inoperative in the unlocked position.
-30-01	Cargo Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-30-02 ***	Cargo Pod Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-40-01 ***	Nose Cowl Door Key Lock	C	2	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
71 POWERPLANT				
-60-01 Inertial Separator System	C	1	0	(M) May be inoperative provided: a) Separator bypass doors are secured in BY-PASS, and b) Aircraft is operated in accordance with performance section of POH/AFM.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL				
-20-01	Auto Start System (STC SA02291AK)	C	1	0	May be inoperative provided manual ground start procedures and limits are observed.
-20-02	Single Red Line Computer System (STC SA02291AK)	C	1	0	May be inoperative provided inoperative SRL System procedures and limits are observed.
-20-03	Torque Temperature Limiter System (STC SA02291AK)	C	1	0	May be inoperative provided inoperative SRL System procedures and limits are observed.
-20-04	Fuel Flow Indicator	C	1	0	May be inoperative provided the left and right fuel quantity indicators are operative.
-20-05 ***	Shadin ETM Fuel Flow function (STC SA02291AK)	C	1	0	May be inoperative provided the left and right fuel quantity indicators are operative.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74 IGNITION				
-10-01 Second Igniter Exciter ***	C	1	0	(M) May be inoperative provided primary igniter is used as ignition source.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
76	ENGINE CONTROLS				
-00-01 ***	Fuel Condition Lever Low-Idle Lock Assembly (STC SA01296SE)	C	1	0	(M) May be inoperative provided lock assembly is deactivated.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	ENGINE INDICATING				
-12-01	Torque Indicator (STC SA02291AK)				
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.
-02	Complete Indicator	C	1	0	(O) May be inoperative provided: a) Shadin ETM torque display is functioning properly, and b) Single Red Line and Torque Temperature Limiter are functioning properly.
-13-01	Engine Speed Indicator (STC SA02291AK)				
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.
-02	Complete Indicator	C	1	0	(O) May be inoperative provided Shadin ETM engine speed display is functioning properly.
-21-01	EGT Indicator (STC SA02291AK)				
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.
-02	Complete Indicator	C	1	0	(O) May be inoperative provided: a) Shadin ETM EGT display is functioning properly, and b) Single Red Line and Torque Temperature Limiter are functioning properly.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80	STARTING				
-00-01	Starter/Generator Speed Sensor				
-01	Non G1000	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 52% Ng, b) STARTER ENERGIZED amber annunciator is monitored in accordance with AFM started engine normal procedures, c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts.
-02	G1000	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 52% Ng, b) STARTER ON amber annunciator is monitored in accordance with AFM started engine normal procedures, c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts.