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**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

MASTER MINIMUM EQUIPMENT LIST

* For PART 91 OPERATIONS Only *

PC-12

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Log of Revisions

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HIGHLIGHTS OF CHANGE			

- Definitions Updated IAW Policy Letter 25, Global Change 131.
- Guidelines Updated IAW applicable Policy Letter Provisos.
[(O) & (M)]
- ATA 21-1 Added proviso per aircraft manufacturer's request requiring Emergency Shut Off Lever to be pulled when the Environmental Control System (ECS) is inoperative. This is to allow adequate fresh air into the cabin.
- ATA 21-3 Minor change to capitalize the OPEN position in paragraph "b" of the proviso.
- ATA 21-4 Same as 21-3 change.
- ATA 22-1 Added NOTE for RVSM operations.
- ATA 22-2 Number installed changed to "variable" to comply with PL-93.
- ATA 22-5 Added relief for the Yaw Damper per manufacturer's request.
- ATA 23-1 Changed repair category and number installed to bring into compliance with PL-95 (GC-111).
- ATA 23-5 Updated in accordance with PL-58 (GC-100) for Boom Microphone relief.
- ATA 23-8 Updated PA System relief IAW PL-9 (GC-119).
- ATA 23-10 Updated to comply with PL-106 (GC-135).
- ATA 23-13 Updated IAW PL-117 (GC-137) to provide relief for a SELCAL System.
- ATA 24-6 Changed per manufacturer's request to clarify Inverter relief for RVSM operations.
- ATA 25-2 Updated for wording to comply with PL-79 (GC-134) and add relief for inoperative Armrest.
- ATA 25-3 Changed to comply with updated policy letter (PL-116, GC-138) on Non-Essential Furnishings.

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- ATA 25-4 Corrected to comply with formatting requirements of PL-31 (GC-83).
- ATA 25-6 Updated IAW PL-73 (GC-130) for Emergency Medical Equipment relief.
- ATA 25-9 Updated IAW PL-104 (GC-129) to update relief for Storage Bins.
- ATA 25-10 Updated title and proviso IAW PL-100 (GC-114).
- ATA 25-13 Updated IAW PL-89 to comply with Seat Belt Sign relief requirements.
- ATA 26-1 Updated IAW PL-75 (GC-53) to change the repair interval.
- ATA 33-1 Updated IAW PL-72 (GC-54) to use standard phraseology for the title.
- ATA 33-4 Strobe Light System relief deleted.
- ATA 33-5 Updated Landing Light relief per manufacturer's recommendation.
- ATA 33-8 Updated to comply with PL-72 (GC-54) for Wing Illumination Light relief.
- ATA 34-1 Changed at manufacturer's request to comply with RVSM requirements.
- ATA 34-4 Updated IAW PL-111, Revision 1 to use required standard proviso.
- ATA 34-6 Updated to comply with PL-76 (GC-133) and add note for RVSM operations.
- ATA 34-11 Updated DME repair category and number installed columns to comply with PL-03.
- ATA 34-14 Updated to clarify use in RVSM airspace per manufacturer's request.
- ATA 34-15 Added NOTE for clarification in RVSM airspace.
- ATA 34-17 Revised EADI/EHSI relief per manufacturer's request.
- ATA 34-19 Updated to comply with PL-67 (GC-140), Revision 3.
- ATA 34-20 Updated to comply with PL-67 (GC-140), Revision 3.

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HIGHLIGHTS OF CHANGE			

- ATA 34-21 Removed three asterisks symbol to comply with PL-32 (GC-115).
- ATA 34-22 Updated provisos and removed the (O) requirement to comply with PL-32 (GC-115) for TCAS II equipment.
- ATA 34-23 Updated proviso for Navigation Databases to comply with PL-98 (GC-71).
- ATA 34-24 Updated proviso for Navigation Databases to comply with PL-98 (GC-71).
- ATA 34-25 Revised to comply with PL-54 (GC-139) for Class B TAWS/GPWS equipment relief.
- ATA 34-26 Updated IAW PL-105 (GC-86) to provide relief for ADS-B equipment components.
- ATA 35-3 Updated IAW PL-43 to provide relief for Protective Breathing Equipment (PBE).
- ATA 38-1 Corrected page number and item number from Revision 1 of the MMEL.
- ATA 52-2 Updated proviso to comply with formatting required by PL-31 (GC-83).

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DEFINITIONS			

1. System Definitions.

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

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

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

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

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

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

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

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

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

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

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

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

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

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

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

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

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System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. Boeing (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS)

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant For A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and

- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

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FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS-1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. Maintenance messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De- HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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

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25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

DEFINITIONS

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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FEDERAL AVIATION ADMINISTRATION		
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PREAMBLE (07/05/1990)		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) NEW Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) NEW Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

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Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.165(c), NEW Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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

- | | |
|---------|--|
| 21-2 | (O) Operational procedure to ensure flight is conducted unpressurized. |
| 21-3 | (M) Maintenance procedure to ensure the Safety Valve is secured in the OPEN position. |
| 21-4 | (M) Maintenance procedure to ensure the Outflow Valve is secured in the OPEN position. |
| 21-16 | (M) Maintenance procedure to ensure ECS is deactivated. |
| 21-17 | (M) Maintenance procedure to ensure that the VCCS is deactivated. |
| 21-18 | (M) Maintenance procedure to ensure the Underfloor Heating System is operative. |
| 22-1 | (M) Maintenance procedure to ensure no electrical or mechanical fault exists that would have an adverse affect on any Flight Control System. |
| 23-8-1 | (O) Operations procedure to brief passengers via alternate means. |
| 23-10 | (O) Operations procedure to ensure a minimum of two LRCSs are operative. |
| 23-13 | (O) Operations procedure to establish and use when SELCAL is inoperative. |
| 23-13-1 | (O) Operations procedure to establish and use when SELCAL is inoperative. |
| 24-1 | (O) Operations procedure to confirm both Inverters are operative prior to takeoff. |
| 24-5 | (M) Maintenance procedure to ensure "BAT 1" and both Generators operate normally. |
| 25-2-2 | (O) Operations procedure to ensure baggage is not stowed under the affected Seat(s) and the Seat(s) is/are placarded. |

Guidelines for (O) & (M) Procedures

- | | |
|-------|---|
| 25-9 | (M) Maintenance procedure to secure the affected Storage Compartment in the CLOSED position. |
| 25-10 | (M) Maintenance procedure to ensure affected component is not used. |
| 27-1 | (O) Operations procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position. |
| 27-2 | (O) Operations procedure to verify the Triple Trim Indicator operates normally and the Stab Pointer is visually checked prior to each takeoff. |
| 27-4 | (O) Operations procedure to verify Flight Control Trim Tabs operate normally and are checked for proper position prior to each takeoff. |
| 28-1 | (O) Operations procedure to disconnect the Auto Pilot and detect a fuel imbalance. |
| 28-2 | (O) Operations procedure to ensure all Fuel Quantity Indicating Systems and Fuel Flow and Fuel Used Systems operate normally. |
| 28-3 | (O) Operations procedure to ensure all Fuel Quantity Systems operate normally and the Low Fuel Annunciator (CAWS) operates normally. |
| 30-3 | (M) Maintenance procedure to secure separator in the OPEN position and to ensure the Switch position is "ON". |
| 30-6 | (M) Maintenance procedure to verify one Heating Zone on left hand Windshield is operative. |
| 31-2 | (O) Operations procedure to log time via alternate means. |
| 32-1 | (O) Operations procedure to prevent aircraft movement. |
| 33-8 | (O) Operations procedure to ensure adequate light is available. |
| 33-9 | (O) Operations procedure to brief passengers prior to takeoff and landing. |

Guidelines for (O) & (M) Procedures

- | | |
|------------|--|
| 34-15 | (O) Operations procedures to ensure the Altitude Hold is operative and the System is not used for enroute operation. |
| 34-18 | (O) Operations procedure to ensure any combination of Gyro or INS (IRU) System operations allowed in the proviso relief are verified to be functioning normally. |
| 34-19 | (O) Operations procedure to establish and use alternate procedures. |
| 34-20 | (O) Operations procedure to establish and use alternate procedures. |
| 34-21 | (M) Maintenance procedure to deactivate and secure the TCAS. |
| 34-21 | (O) Operations procedure to ensure enroute or approach procedures do not require its use. |
| 34-22 | (M) Maintenance procedure to deactivate and secure the TCAS. |
| | (O) Operations procedure to ensure TCAS is not required by FAR, System is deactivated and secured and enroute or approach procedures do not require its use. |
| 34-22-2 | (O) Operations procedure to ensure enroute or approach procedures do not require its use. |
| 34-22-3 | (O) Operations procedures to ensure RA visual display and audio function are operative and enroute and approach procedures do not require its use. |
| 34-23-1 | (O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight. |
| 34-24-1 | (O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight. |
| 34-25-1 | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-1(a) | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-1(d) | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-1(e) | (O) Operations procedure to establish and use alternate procedure. |

Guidelines for (O) & (M) Procedures

- | | |
|------|--|
| 38-1 | (M) Maintenance procedure to verify system components do not have any leaks. |
| 52-1 | (O) Operations procedure to visually check for proper indications that the affected Door is latched prior to each departure. |
| 52-2 | (O) Operations procedure to visually check for proper indications that the affected Door is latched prior to each departure. |
| 52-7 | (M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position. |
| 79-1 | (O) Operations procedure to visually check oil quantity prior to flight. |
| 80-1 | (O) Operations procedure for an alternate method of starting. |

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SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

1. Environmental Control
System (ECS)

C

1

0

May be inoperative provided:

- a) Flight is conducted unpressurized,
- b) Flight is conducted at or below 10,000 feet MSL and
- c) ECS EMERGENCY SHUT OFF LEVER is pulled.

2. Emergency Dump
Function

C

1

0

(O) May be inoperative provided flight is conducted unpressurized.

3. Safety Valve

C

1

0

(M) May be inoperative provided:

- a) The aircraft remains unpressurized and
- b) The Safety Valve and/or the Outflow Valve remains OPEN.

4. Outflow Valve

C

1

0

(M) May be inoperative provided:

- a) The aircraft remains unpressurized and
- b) The Safety Valve and/or the Outflow Valve remains OPEN.

5. Outflow Valve Controller

C

1

0

May be inoperative provided flight is conducted unpressurized.

6. Cabin Differential
Pressure Gauge

C

1

0

May be inoperative provided the flight is conducted unpressurized.

7. Cabin Altitude Warning
System (CAWS)

C

1

0

May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.

8. Temperature Control
System (Auto Mode)

C

1

0

May be inoperative provided Temperature Control System Manual Mode is operative.

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING						
9. Temperature Control System (Manual Mode)	C	1	0		May be inoperative provided Temperature Control System Auto Mode is operative.	
10. Vapor Cycle Cooling *** System (VCCS)	C	1	0			
11. Cabin Temperature Indicator	C	1	0			
12. Auxiliary Electric Cabin Heat System	C	1	0			
13. Cabin Altimeter	C	1	0		May be inoperative provided the flight is conducted unpressurized.	
14. Cabin Vertical speed Indicator	C	1	0		May be inoperative provided: a) Automatic Cabin Pressure Control System is operative and b) Cabin Altimeter is operative.	
	C	1	0		May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 10,000 feet MSL.	
15. CAB PRESS Annunciator	C	1	0		May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
16. ECS Annunciator (CAWS)	C	1	0		(M) May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
17. COOL Annunciator ***	C	1	0		(M)	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
18. Auxiliary Electric Heat System	C	2	0		(M) May be inoperative provided the Underfloor Heat System is operative.
19. Auxiliary Electric Battery *** Heater System	C	1	0		
20. Auxiliary Electric Engine *** Heater System	C	1	0		
21. Electric Foot Warmer *** System	C	1	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
22 AUTO FLIGHT				
1. Autopilot	C	1	0	(M) May be inoperative provided operations do not require its use. NOTE: A functioning Autopilot is required for RVSM operations.
2. Autopilot Disconnect	C	-	-	May be inoperative provided the Autopilot is not utilized at less than initial approach altitude.
3. A/P DISENG Annunciator (CAWS)	C	1	-	May be inoperative provided Autopilot is not used.
4. A/P TRIM Annunciator (CAWS)	C	1	-	May be inoperative provided Autopilot is not used.
5. Yaw Damper	C	1	0	May be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.
2. Cockpit Speakers	C	2	-	As required by FAR.
3. Audio Amplifiers				
1) Normal System	B	1	0	May be inoperative provided Alternate System is operative.
2) Alternate System	B	1	0	May be inoperative provided Normal System is operative.
4. Voice Activated Interphone System	C	1	0	
5. Boom Microphones				
COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
(continued)				

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

<p>23 COMMUNICATIONS</p> <p>5. Boom Microphones (Continued)</p> <p>COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED</p> <p>1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151 (d)</p> <p>2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone</p> <p>6. Control Yoke Press To Talk Switches</p> <p>7. Static Wicks (SN 100-180 Without SB 23-001)</p> <p>1) Left Winglet</p> <p>2) Right Winglet</p> <p>3) Rudder</p> <p>4) Stinger</p> <p>5) Left Elevator</p> <p>6) Right Elevator</p>	<p>A</p> <p>D</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p>-</p> <p>-</p> <p>2</p> <p>-</p> <p>3</p> <p>3</p> <p>4</p> <p>1</p> <p>3</p> <p>3</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>2</p> <p>2</p> <p>3</p> <p>1</p> <p>2</p> <p>2</p>	<p>May be inoperative provided repairs are made within three flight days.</p> <p>Any in excess of those required by FAR may be inoperative.</p> <p>May be inoperative provided Hand Mike on affected side is operative.</p> <p>May be inoperative provided no communication equipment is required for the flight, otherwise:</p> <p>NOTE: The outermost wick must be installed and undamaged on each control surface.</p> <p style="text-align: center;">(continued)</p>
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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
7. Static Wicks (Continued)				
(SN 181 and up and SN 100-180 with SB23-001)				All may be inoperative or missing provided no communication equipment is required for the flight, otherwise:
1) Left Winglet	C	2	1	
2) Right Winglet	C	2	1	
3) Rudder	C	3	1	
4) Stinger	C	1	1	
5) Left Elevator	C	2	1	
6) Right Elevator	C	2	1	
8. Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided, alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	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.
2) Cargo Configuration	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
9. Cockpit Voice Recorder *** (CVR)					
1) 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 three flight days.
2) Without Flight Data Recorder (FDR) Installed	A	1	0		May be inoperative provided repairs are made within three flight days.
10. High Frequency (HF) Communication System	D	-	-		Any in excess of those required by FAR may be inoperative.
	C	-	-		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If Inmarsat codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
11. Hand Microphones	C	2	-	Any in excess of those required by FAR may be inoperative.
12. Oxygen Mask Microphones	C	-	-	Any in excess of those required by FAR may be inoperative.
13. 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.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.
	D	-	0	May be inoperative provided procedures do not require its use.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. INVERTER Annunciation	C	1	0	(O) May be inoperative for VMC provided both Inverters are verified to be operative prior to each takeoff. NOTE: Monitor RMI Flag or Yaw Rate Sensor for indication of Inverter failure.
2. Emergency Power *** System (EPS)	C	1	0	May be inoperative except for FAR 135 IFR passenger carrying operations.
3. Standby Power Supply ***				Renamed Emergency Power System, Revision 1.
4. Second Generator	C	1	0	May be inoperative provided: a) Flight is conducted VFR and b) Flight is not conducted in known or forecast icing conditions.
5. Battery (Two Battery Option)	C	2	1	(M) May be inoperative provided Main Battery (BAT 1) and both Generators operate normally.
6. 26 Volt AC Inverters	B	2	1	One may be inoperative provided Autopilot is not required by FARs. NOTE 1: Autopilot may be used. NOTE 2: Autopilot is required for operation in RVSM airspace (both 26 Volt Inverters must be operative).

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.
2. Passengers Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seatbelt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
1) Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secured in the upright position.
2) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
(continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seats (Continued)				
3) Armrest	C	-	-	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 main aircraft aisle and c) For an armrest with a Recline Mechanism, Seat is secured in the upright position.
3. Passenger Convenience /NEF Items				
1) Passenger Convenience *** Items (Expires on December 31, 2007)		-	0	Passenger convenience items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered Passenger Convenience Items. (continued)

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25 EQUIPMENT/ FURNISHINGS				
3. Passenger Convenience /NEF Items (Continued)				
2) 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 operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.
4. Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.
	C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
5. Flotation Equipment	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
6. Emergency Medical Equipment				
1) Emergency Medical Kit and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative provided that at least one Kit contains the minimum content required by the FARs.
(continued)				

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25 EQUIPMENT/ FURNISHINGS				
6. Emergency Medical Equipment (Continued)				
2) First Aid Kit and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative. The number of Kits required by the FARs must contain the minimum content as required by FARs.
7. Pilot Seat Vertical Adjustment	C	1	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional cushions acceptable).
8. Pilot Seat Fore and Aft Adjustment	C	1	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional cushions acceptable). NOTE: Rudder Pedal Adjustment must be operative.
9. Overhead Storage Bin(s) and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any Emergency Equipment located in affected Compartment is considered inoperative and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire Overhead Storage is considered one Bin.

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25 EQUIPMENT/ FURNISHINGS				
10. Cargo Restraint Systems	C	-	-	(M) 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.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.
11. Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flight crew.
12. Exterior Lavatory Door Ashtray	A	1	-	One may be missing provided it is replaced within 3 calendar days.
13. "Fasten Seat Belt While Seated" Sign or Placard	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.

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	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
1. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it can not be mistaken for a functional unit and b) Required distribution is maintained.

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

1. Flap Position Indicator

C

1

0

(O) May be inoperative provided:

- Prior to each flight, Flaps are verified to operate normally,
- Prior to each takeoff, Flaps are visually checked for proper position and
- Stall Warning/Stick Shaker System is verified to function properly.

2. Electric Trim Annunciator
"STAB TRIM" (CAWS)

B

1

0

(O) May be inoperative provided:

- Triple Trim Indicator is operative and
- Stab Pointer is visually checked before each takeoff to be in the proper position.

3. Aileron Trim

C

1

-

May be inoperative provided Aileron Trim Tab is set to NEUTRAL.

4. Triple Trim Indicator

C

1

-

(O) May be inoperative provided:

- Prior to each flight all Flight Control Trim Tabs are verified to operate normally and
- Prior to each takeoff, Trim Tabs are visually checked for proper position.

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28 FUEL				
1. Fuel Quantity Indicator (L/R)	B	2	1	(O) One Indicator (L or R) may be inoperative provided: a) The Triple Trim Indicator is operative, b) The Aileron Trim is operative and c) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance.
2. Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS)	C	2	0	(O) May be inoperative provided: a) All Fuel Quantity Indicating Systems operate normally and b) Fuel Flow and Fuel Used Systems operate normally.
3. Fuel Flow/Fuel Used System	C	1	-	(O) May be inoperative provided: a) All Fuel Quantity Systems operate normally and b) Low Fuel Annunciator (CAWS) operates normally.

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4. REMARKS AND EXCEPTIONS

30 ICE AND RAIN
PROTECTION

1. Propeller De-Ice System

C

1

0

May be inoperative provided:

- a) Flight is not conducted in known or forecast icing conditions and
- b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.

2. Surface Deice System

C

1

0

May be inoperative provided flight is not conducted into known or forecast icing conditions.

3. Inertial Separator

C

1

0

(M) May be inoperative provided Separator is verified OPEN and Switch is verified in ON position.

4. Probes Heat

C

2

0

May be inoperative provided:

- a) Flight is not conducted in known or forecast icing conditions and
- b) Flight is conducted VMC.

5. Pitot and Static Heat

C

2

-

May be inoperative provided:

- a) Not required by FAR and
- b) Flight is not conducted into known or forecast icing conditions.

6. Windshield Heating

B

-

-

(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the left hand Windshield is verified to be operative.

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31 INDICATING/ RECORDING SYSTEMS					
1. Clock with Sweep Second Hand or Electric Digital Clock	C	1	0		May be inoperative for VFR.
2. Hourmeter ***	C	1	0		(O)
3. Flight Data Recorder *** (FDR) System	C	-	-		Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR					
1. Parking Brake	C	1	0	(O)	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	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 and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.
3. Anti-Collision Beacon *** Light System	C	1	0	
4. Strobe Light System				Deleted, Revision 2.
5. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.
	C	2	0	May be inoperative for night operations provided Recognition Lights are installed and operative and provided the Taxi Light is operative.
6. Position Lights	C	3	0	May be inoperative for day operations.

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33 LIGHTS

7. Taxi Light

C

1

0

May be inoperative for day operations.

C

1

0

May be inoperative for night operations provided at least one Landing Light is operative.

8. Wing Illumination Light

C

-

0

(O) May be inoperative provided ground deicing procedures do not require their use.

9. Fasten Seat Belt and No
*** Smoking Signs

C

1

0

(O) May be inoperative provided alternate procedures are established and used for briefing passengers.

10. Cockpit Dome Lighting

C

2

-

One may be inoperative for night operations and both may be inoperative for day operations.

11. Recognition Light

C

-

0

12. Logo Lights

C

-

0

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34 NAVIGATION				
1. Altimeters, Adjustable for Barometric Pressure				
1) Aircraft With Pneumatic Altimeters	B	-	1	May be inoperative on right side for operations not requiring a second in command.
2) Aircraft With Electrically Driven Encoding Altimeters Without RVSM Approval	B	-	2	May be inoperative on right side for operations not requiring a second in command. Pneumatic Standby Altimeter must be operative.
3) Aircraft With Electrically Driven Encoding Altimeters With RVSM Approval	B	3	2	For operation outside RVSM airspace, Encoding Altimeter on right side may be inoperative for operations not requiring a second in command. Pneumatic Standby Altimeter must be operative. NOTE: All Altimeters must be operative for operation in RVSM airspace.
2. Airspeed Indicators	B	-	1	May be inoperative on right side for operations not requiring a second in command.
3. Attitude Heading Reference System (AHRS)	C	-	1	
1) Standard PC-12 (MTOW 4100 Kg)	C	-	1	One may be inoperative provided a second AHRS is installed and operative.
2) PC-12/45 (MTOW 4500 Kg)	C	-	1	Both AHRS or one AHRS and a Yaw Rate Sensor must be operative for IFR operations and flight in icing conditions.

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34 NAVIGATION				
4. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only and b) Operations are not conducted into known or forecast over-the-top conditions.
5. Vertical Speed Indicators	B	2	0	Must be operative on left side for IFR passenger carrying operations.
6. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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 FAR may be inoperative. NOTE: For RVSM operations at least one Altitude Reporting Transponder must be operative.
7. Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV)	C	-	-	As required by FAR.
8. Weather *** Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.
9. Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.

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34 NAVIGATION					
10. Radar Altimeter (PC-12/45)	C	1	0		May be inoperative provided Autopilot is disengaged at 1000 feet AGL.
*** (PC-12)	D	1	0		
11. Distance Measuring Equipment (DME) Systems	D	-	-		Any in excess of those required by FAR may be inoperative.
12. Automatic Direction Finder (ADF)	C	1	0		As required by FAR.
13. Radio Magnetic Indicator (RMI)	C	1	0		
14. Altitude Alerter/ Pre-Select	C	1	0		
					NOTE: Must be operative for operation in RVSM airspace.
15. Altitude Alerting System	A	-	0		(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.
	C	-	0		May be inoperative provided it is not required by FAR.
					NOTE: For RVSM operations the ALTITUDE HOLD function must be operative.
16. Multifunction Display *** (MFD)	C	1	0		May be inoperative provided Weather Radar is not required by FAR.

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34 NAVIGATION				
17. EADI/EHSI Display Units				
1) Pilot's Side Displays	B	2	1	One display may be inoperative providing: a) Operative display is showing both EADI and EHSI information using CMPST mode and b) The Standby Attitude Indicator is operative on the pilot's side.
2) Copilot's Side Displays	C	2	0	Both displays may be inoperative.
18. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro 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 en route 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.

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34 NAVIGATION				
19. Windshear Warning and *** Flight Guidance System (Reactive)	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
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
20. 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.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
21. Traffic Alert Collision Avoidance System (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
22. 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)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
1) 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.
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34 NAVIGATION					
22. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
2) 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 operative, b) TA only mode is selected by the crew and c) Enroute or approach procedures do not require its use.
3) Traffic Alert Display System(s)	C	-	0		(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.
23. Flight Management System					
1) 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 and c) Approach Navigation Radios are manually tuned and identified.

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34 NAVIGATION				
24. Navigation Management System				
1) 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 and c) Approach Navigation Radios are manually tuned and identified.

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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
25. Class B TAWS Equipment Required				
1) TAWS/GPWS	A	1	0	(O) (M) May be inoperative provided: a) alternate procedures are established and used and b) Repairs are made within two flight days.
a) 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.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C	3	0	
d) 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 FAR and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
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34. NAVIGATION					
25. Class B TAWS Equipment Required (Continued)					
1) TAWS/GPWS (Continued)					
f) Terrain System-Forward Looking Terrain Avoidance (FSTA) and Premature Descent Alert (PDA) Functions	B	1	0		
2) Terrain Displays	C	-	0		
3) Runway Awareness & Advisory System (RAAS) ***	C	1	0		
26. 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.
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34 NAVIGATION					
26. Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)					
1) Link and Display Processor Unit (LDPU)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel	D	-	0		May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		
27. Moving Map Display (i.e. *** Argus)	C	1	0		
28. GPS Cooling Fan ***	C	-	0		May be inoperative provided GPS is considered inoperative (See 34-7).

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35 OXYGEN				
1. Oxygen System (Passenger)	C	-	-	Individual masks or dispensers may be inoperative or missing provided the associated Seat is unoccupied and placarded "DO NOT OCCUPY".
2. External Oxygen Pressure Gauge	C	1	0	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.
3. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
1. Lavatory Waste Systems	C	-	-	(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	-	-	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks and b) Associated Lavatory Door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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4. REMARKS AND EXCEPTIONS

52 DOORS

1. PASS DOOR
Annunciator

C

1

0

(O) May be inoperative provided:

- a) A flight crewmember confirms by visual inspection that the Door is latched prior to each departure and
- b) The Locking Pin at the Handle is verified to be engaged by ground crew.

2. CAR DOOR Annunciator

C

1

0

(O) May be inoperative provided a flight crewmember confirms by visual inspection that the Door is latched prior to each departure.

3. Cargo Door Driving
*** Opening Mechanism

C

1

0

4. Cabin Door Seal

C

1

0

May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.

5. Cargo Door Seal

C

1

0

May be inoperative provided flight is conducted unpressurized and at or below 10,000 MSL.

6. Emergency Exit Seal

C

1

0

May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.

7. Door Key Locks

D

2

-

(M) May be inoperative provided Lock is in the UNLOCKED position secured.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

56 WINDOWS				
1. DV-Window Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING					
1. Engine Trend Condition and Monitoring System	D	1	-		

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: PC-12		REVISION NO: 1 DATE: 04/16/2002		PAGE NO: 79-1
SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL				
1. OIL QTY Annunciator (CAWS)	C	1		(O) May be inoperative provided oil quantity is visually checked before each flight.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

80 STARTING				
1. Starter Generator Timer	C	1	0	(O) May be inoperative provided start cycle is interrupted when Ng obtains a minimum of 52% Ng.