



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

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# Master Minimum Equipment List

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Revision: 2b  
Date: 02/18/2014

Pilatus Aircraft Ltd.

PC-12

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## DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

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## Log of Revisions

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2	10/02/2006	HIGHLIGHTS OF REV., DEFINITIONS	
2	10/02/2006	GUIDELINES	
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2a	02/02/2011	HIGHLIGHTS OF REV. DEFINITIONS	
2a	02/02/2011	PREAMBLE, GUIDELINES FOR (O) & (M)	
2a	02/02/2011	23-1, 23-2, 23-3, 23-4, 23-5	
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Preamble	VII	2a	02/02/2011
Guidelines for (O) & (M) Procedures	VIII	2	10/02/2006
	IX	2	10/02/2006
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21	21-1	2	10/02/2006
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27	27-1	1	04/16/2002
28	28-1	1	04/16/2002
30	30-1	2a	02/02/2011
31	31-1	2a	02/02/2011
32	32-1	1	04/16/2002
33	33-1	2	10/02/2006
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38	38-1	2	10/02/2006
52	52-1	2a	02/02/2011
56	56-1	1	04/16/2002
77	77-1	1	04/16/2002
79	79-1	1	04/16/2002
80	80-1	1	04/16/2002

## HIGHLIGHTS OF CHANGE

Cover Page	Updated to Revision 2b.
Table of Contents	Updated to reflect changes to Revision 2b.
Log of Revisions	Updated to incorporate Revision 2b changes.
Control Pages	Updated to incorporate Revision 2b changes.
Highlights of Change	Updated to reflect changes to Revision 2b.
ATA 21	Item 21-10, VCCS repair interval revised to Category D to standardize relief among PC-12 fleet.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
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DEFINITIONS			

### Definitions

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions."

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FEDERAL AVIATION ADMINISTRATION		
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PREAMBLE (06/14/1989)		

Preamble

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or current FAA Policy Letter 36, entitled "14 CFR Part 91 MEL Approval & Preamble", for Part 91 MEL approvals.

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FEDERAL AVIATION ADMINISTRATION			
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Guidelines for (O) & (M) Procedures			

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

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	(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-A	(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.

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

- |        |     |   |
|--------|-----|---|
| 25-2-B | (O) | Operations procedure to ensure baggage is not stowed under the affected Seat(s) and the Seat(s) is/are placarded.                                   |
| 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) &amp; (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.   |
|           | (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 14 CFR, System is deactivated and secured and enroute or approach procedures do not require its use.  |
| 34-22-B   | (O) | Operations procedure to ensure enroute or approach procedures do not require its use.  |
| 34-22-C   | (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-A   | (O) | Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.  |
| 34-24-A   | (O) | Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.  |
| 34-25-A   | (O) | Operations procedure to establish and use alternate procedure.   |
| 34-25-A-1 | (O) | Operations procedure to establish and use alternate procedure.   |
| 34-25-A-4 | (O) | Operations procedure to establish and use alternate procedure.   |
| 34-25-A-5 | (O) | Operations procedure to establish and use alternate procedure.   |

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

34-29	(M)	Maintenance procedure to deactivate and secure the System.
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.

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	4. REMARKS AND EXCEPTIONS			

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)	D	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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	4. REMARKS AND EXCEPTIONS			

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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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
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			
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	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
1. Communications Systems (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR 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 14 CFR.
3. Audio Amplifiers				
A) Normal System	B	1	0	May be inoperative provided Alternate System is operative.
B) Alternate System	B	1	0	May be inoperative provided Normal System is operative.
4. Voice Activated Interphone System	C	1	0	
5. Boom Microphones				
A) COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 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.
(Continued)				

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
5. Boom Microphones (Continued)				
A) COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED (Continued)				
2) Cockpit Voice Recorder *** Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
B) COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 135.151 (d)	A	-	0	May be inoperative provided 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 14 CFR may be inoperative.
6. Control Yoke Press To Talk Switches	C	2	0	May be inoperative provided Hand Mike on affected side is operative.

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	4. REMARKS AND EXCEPTIONS		

23 COMMUNICATIONS				
7. Static Wicks				
A) (SN 100-180 Without SB 23-001)		-	0	May be inoperative provided no communication equipment is required for the flight, otherwise:
1) Left Winglet	C	3	2	
2) Right Winglet	C	3	2	
3) Rudder	C	4	3	
4) Stinger	C	1	1	
5) Left Elevator	C	3	2	
6) Right Elevator	C	3	2	
				NOTE: The outermost Wick must be installed and undamaged on each control surface.
B) (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)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Any station function(s) that operate normally may be used.
	D	1	0	For cargo only operations System may be inoperative provided procedures do not require its use.

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	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
9. Cockpit Voice Recorder *** (CVR)				
A) 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.
B) 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 14 CFR 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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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

11. Hand Microphones

C

2

-

Any in excess of those required by 14 CFR may be inoperative.

12. Oxygen Mask  
Microphones

C

-

-

Any in excess of those required by 14 CFR 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.

A) 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  
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1. REPAIR CATEGORY

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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 14 CFR 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 14 CFR.

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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	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.
A) Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secured in the upright position.
B) 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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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS2. Passenger Seats  
(Continued)

C) 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. 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 14 CFR.

C

1

0

May be inoperative for published  
scheduled flights in scheduled air carrier  
service.

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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS

5. Flotation Equipment

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing.

6. First Aid Kit And/Or  
Associated Equipment

D

-

-

Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. The number of Kits required by 14 CFR must contain the minimum content as required by the applicable 14 CFR.

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.

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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS9. Overhead Storage Bin(s)  
And Galley Storage  
Compartment/Closets

C

-

-

(M) May be inoperative provided:

- Procedures are established to secure Compartment CLOSED,
- Any Emergency Equipment located in affected Compartment is considered inoperative and
- 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.

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 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>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</li> <li>b) Required distribution is maintained.</li> </ul>

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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

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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	4. REMARKS AND EXCEPTIONS				
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 14 CFR, 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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	4. REMARKS AND EXCEPTIONS				
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 14 CFR 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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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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4. REMARKS AND EXCEPTIONS

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 aircraft is not operated at night in known or forecast icing conditions.

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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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

1. Altimeters, Adjustable For Barometric Pressure

- A) Aircraft With Pneumatic Altimeters
- B) Aircraft With Electrically Driven Encoding Altimeters Without RVSM Approval
- C) Aircraft With Electrically Driven Encoding Altimeters With RVSM Approval

B	-	1
B	-	2
B	3	2

May be inoperative on right side for operations not requiring a second in command.

May be inoperative on right side for operations not requiring a second in command. Pneumatic Standby Altimeter must be operative.

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
---	---	---

- A) Standard PC-12 (MTOW 4100 Kg)
- B) PC-12/45 (MTOW 4500 Kg)

C	-	1
C	-	1

One may be inoperative provided a second AHRS is installed and operative.

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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4. REMARKS AND EXCEPTIONS

## 34 NAVIGATION

4. Standby Attitude  
Indicator

C

-

0

May be inoperative provided it is not  
required by 14 CFR.

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 14  
CFR 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 14 CFR .

8. Weather  
\*\*\* Radar/Thunderstorm  
Detection Equipment

C

1

0

As required by 14 CFR.

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 14 CFR may be inoperative.
12. Automatic Direction Finder (ADF)	C	1	0	May be inoperative provided it is not required by 14 CFR.
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 14 CFR.  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 14 CFR.

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

17. EADI/EHSI Display Units

A) 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.

B) 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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4. REMARKS AND EXCEPTIONS

## 34 NAVIGATION

21. Traffic Alert Collision  
Avoidance System  
(TCAS I)

C

-

0

(M)(O) May be inoperative provided:  
a) System is deactivated and  
secured and  
b) Enroute or approach procedures  
do not require its use.22. Traffic Alert And Collision  
Avoidance System  
(TCAS II)

C

-

0

(M)(O) May be inoperative provided:  
a) System is deactivated and  
secured and  
b) Enroute or approach procedures  
do not require its use.A) 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.B) 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.C) 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.

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

23. Flight Management  
System

A) 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.

24. Navigation Management  
System

A) 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

A) 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.

1) 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.

2) Test Mode

A

1

0

May be inoperative provided:  
a) GPWS is considered inoperative and  
b) Repairs are made within two flight days.

3) Modes 2, 4 & 5  
\*\*\*

C

3

0

4) Advisory Callouts

C

-

0

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

5) Windshear Mode  
(Reactive)  
\*\*\*

C

1

0

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

(continued)

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4. REMARKS AND EXCEPTIONS

34. NAVIGATION

25. Class B TAWS  
Equipment Required  
(Continued)

A) TAWS/GPWS  
(Continued)

6) Terrain System-Forward  
Looking Terrain  
Avoidance (FSTA) And  
Premature Descent Alert  
(PDA) Functions

B

1

0

B) Terrain Displays

C

-

0

C) 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.

(continued)

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SYSTEM  
SEQUENCE &  
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
26. Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)				
A) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
B) Cockpit Display And Traffic Information (CDTI)	D	-	0	
C) CDTI Control Panel	D	-	0	
D) Data Link Transmitter(s)	D	-	0	
E) 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).
29. Traffic Advisory *** System (TAS)	C	-	0	(M) May be inoperative provided the System is deactivated and secured.

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

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SYSTEM  
SEQUENCE &  
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

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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SYSTEM  
SEQUENCE &  
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

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  
\*\*\* Closing 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	-		

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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.	