



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

Master Minimum Equipment List

Revision: 16b
Date: 01/15/2016

M7 AEROSPACE LLC

MODELS SA226/SA227 SERIES

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AIRCRAFT:

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| 2 | 01/15/1982 | Complete Reissue | |
| 3 | 11/08/1982 | 77-1 | |
| 4 | 02/14/1984 | Complete Reissue | |
| 5 | 01/10/1986 | Pages 33-1 and 33-2 | |
| 6 | 05/29/1986 | Pages I, III, 23-1, 24-2 24-3, & 37-1 | |
| 7 | 08/13/1986 | Pages III, 77-1 and 77-2 | |
| 8 | 04/17/1987 | Complete Reissue | |
| 9 | 11/17/1987 | Page 21-3 | |
| 10 | 02/19/1989 | All Pages | |
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VIII

HIGHLIGHTS OF CHANGE

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| Cover Page | Updated to Revision 16b. |
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| Log of Revisions | Updated to incorporate Revision 16b changes. |
| Control Pages | Updated to incorporate Revision 16b changes. |
| Highlights of Change | Updated to reflect changes to Revision 16b. |
| ATA 23-4-A | Updated in accordance with policy letter PL-009. |
| ATA 23-4-B | Updated in accordance with policy letter PL-009. |
| ATA 23-6-A | Updated in accordance with policy letter PL-029. |
| ATA 23-8-A, B, C, D | Updated in accordance with policy letter PL-058. |
| ATA 23-15 | Updated in accordance with policy letter PL-106. |
| ATA 23-16 | Updated in accordance with policy letter PL-120. |
| ATA 25-12-A, B, C | Updated in accordance with policy letter PL-073. |
| ATA 25-16 | Updated in accordance with policy letter PL-100. |
| ATA 26-5 | Updated in accordance with policy letter PL-102. |
| ATA 30-6-1 | Added Category A 30 day relief for Windshield Heat Monitoring System, reference SAIB CE-13-10 safety concern to limit relief interval. |
| ATA 30-6-2 | Added Category A 30 day relief for Windshield Heat Warning Lights, reference SAIB CE-13-10 safety concern to limit relief interval. |
| ATA 31-2 | Added (O) procedure to Remarks section. |
| ATA 32-3 | Added remarks to replace (O) procedure. |

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| ATA 33-1 | Updated in accordance with policy letter PL-077. |
| ATA 33-3 | Add cargo relief in accordance with policy letter PL-123. |
| ATA 33-11 | Updated in accordance with policy letter PL-072. |
| ATA 34-11 | Updated in accordance with policy letter PL-039. |
| ATA 34-24 | Updated in accordance with policy letter PL-105. |
| ATA 35-2 | Updated in accordance with policy letter PL-043. |

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| DEFINITIONS | | |

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

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| PREAMBLE | | |

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

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:

| | | |
|-------|-----|--|
| 21-1 | (O) | Operations procedure to develop how to operate during unpressurized flight. |
| 21-2 | (O) | Operations procedure to develop how to operate during unpressurized flight or how to utilize the conversion chart if operating pressurized. Applies to all provisos. |
| 21-4 | (M) | Maintenance procedure to ensure procedures are established and used to determine the Flow Control Valves are in the CLOSED position. |
| 21-5 | (O) | Operations procedure to operate unpressurized or, if pressurized, how to operate with the Automatic Pressurization Controller inoperative. |
| 21-6 | (O) | Operations procedure to operate unpressurized or, if pressurized, how to operate with the Manual Pressurization Controller inoperative. |
| 21-9 | (O) | Operations procedure to identify, isolate, and operate with one System inoperative and to determine Cockpit Fan is operative. |
| 21-10 | (O) | Operations procedure to operate the aircraft in unpressurized flight. |
| | (M) | Maintenance procedure to ensure the Cabin Dump Valve is secured in the OPEN position. |
| 21-12 | (M) | Maintenance procedure to assure that no electrical or mechanical fault exists that will have an adverse effect on any other system. |
| 21-13 | (M) | Maintenance procedure to assure that no electrical or mechanical fault exists that will have an adverse effect on any other system. |
| 22-1 | (M) | Maintenance procedure to assure that no electrical or mechanical fault exists that will have an adverse effect on any flight control function. |

Guidelines for (O) & (M) Procedures

| | | |
|----------|-----|--|
| 22-2 | (M) | Maintenance procedure to assure that no electrical or mechanical fault exists that will have an adverse effect on any flight control function. |
| 23-4-A | (O) | Operations procedure to ensure PA not required by regulation and alternate, normal and emergency procedures, and/or operating restrictions are established and used. |
| 23-4-A-1 | (O) | Operations procedure to specify how passengers will be briefed. |
| 23-4-B | (O) | Operations procedure to specify how passengers will be briefed. |
| 23-5 | (O) | Operations procedure to specify how passengers will be briefed. |
| 23-11 | (O) | Operations procedure to specify how passengers will be briefed. |
| 23-13 | (O) | Operations procedure to operate aircraft without use of the various functions of the Service Interphone system. |
| 23-17 | (O) | Operations procedure to ensure SATCOM Voice operates normally, alternate procedures are established and used, SATCOM coverage is available over the intended route of flight, and prior coordination with ATS facilities is completed if, necessary. |
| | (O) | Operations procedure to ensure alternate procedures are established and used. Applies to both provisos. |
| 23-18-B | (M) | Maintenance procedure to deactivate the ELT system and ensure ensure repairs are made within 90 days. |
| 24-1 | (M) | Maintenance procedure to disconnect and SECURE the Battery Cable. Applies to all four provisos. |
| 24-2 | (O) | Operations procedure to determine the opposite Battery and DC Voltmeter are operative and monitored. |
| 24-3 | (O) | Operations procedure to determine the inoperative position and how to configure the Electrical System to determine the applicable Voltmeter readings of the failed position. |
| 24-8 | (M) | Maintenance procedure to disconnect and SECURE the Battery Cable and ensure that no unsafe condition exists. |
| 24-9 | (M) | Maintenance procedure to disconnect and SECURE the Battery Cable and ensure that no unsafe condition exists. |

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| 24-10 | (M) | Maintenance procedure to disconnect and SECURE the Battery Cable and ensure that no unsafe condition exists. |
| 25-2-A | (M) | Maintenance procedure to ensure Seat is secured in the UPRIGHT position. |
| | (M) | Maintenance procedure to ensure Seat Back is immovable in the full UPRIGHT position. |
| 25-2-B | (O) | Operations procedure to ensure Cabin Crew is aware of inoperative Restraining Bar. |
| 25-11 | (M) | Maintenance procedure to ensure other Aircraft Systems are not affected. |
| 25-12-A | (O) | Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit. |
| 25-12-B | (O) | Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit. |
| 25-12-C | (O) | Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit. |
| 25-15 | (M) | Maintenance procedure to ensure Container is EMPTY and access is SECURED. |
| | (O) | Operations procedure to ensure sufficient Galley Waste Receptacles are available for the flight. |
| 25-16 | (M) | Maintenance procedure to ensure acceptable cargo loading limits from an approved source are observed and repairs are made. |
| 25-17 | (M) | Maintenance procedure to ensure Compartment is secured CLOSED and properly placarded. |
| | (M) | Maintenance procedure to ensure Door is removed and properly placarded. |
| | (O) | Operations procedure to ensure Compartment is not used except for permanently affixed items and passengers and crewmembers are appropriately briefed. |

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| 25-17-A | (M) | Maintenance procedure to ensure Doors are properly SECURED. |
| 25-19-A | (M) | Maintenance procedure to ensure Seat is stowed or secured in the RETRACTED position and is properly placarded. Applies to both provisos. |
| | (O) | Operations procedure to ensure Seat is not occupied, Flight Attendant occupies Seat most accessible to the inoperative Seat, and alternate procedures are established and used in accordance with crewmembers manuals. |
| 25-19-B | (M) | Maintenance procedure to ensure Seat is stowed or secured in the RETRACTED position and is properly placarded. |
| 26-2 | (O) | Operations procedure to ensure the System is properly charged prior to each departure. |
| 26-3 | (M) | Maintenance procedure to ensure Lavatory Door is locked CLOSED and properly placarded. |
| | (O) | Operations procedure to ensure Lavatory Waste Receptacle is EMPTY and Lavatory is used only by crewmembers. |
| 26-4 | (M) | Maintenance procedure to ensure Lavatory Door is locked CLOSED and properly placarded. |
| | (O) | Operations procedure to ensure Lavatory Waste Receptacle is EMPTY and Lavatory is used only by crewmembers. |
| 26-5 | (O) | Operations procedure to ensure associated cargo compartment is verified empty. |
| 26-6 | (O) | Operations procedure to ensure associated cargo compartment is verified empty. |
| 27-4 | (M) | Maintenance procedure to ensure Flight Control Locking Pins are secured in the UNLOCKED position. |
| | (O) | Operations procedure to ensure the Controls are SECURED. |
| 28-1 | (O) | Operations procedure to ensure fuel on board meets regulatory requirements. |
| 30-10 | (O) | Operations procedure to ensure the Deice Boots are visually monitored during the inflation cycle for proper operation. |

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| 30-13 | (O) | Operations procedure to ensure the Windshield Wipers are manually PARKED in a satisfactory position. |
| 31-2 | (O) | Operations procedure to record aircraft flight time. |
| 32-1 | (M) | Maintenance procedure to deactivate the Nose Wheel Steering and ensure no unwanted hydraulic commands will occur. |
| | (O) | Operations procedure to operate the aircraft with the Nose Wheel Steering deactivated. |
| 32-1-A | (M) | Maintenance procedure to deactivate the Nose Wheel Steering and ensure no unwanted hydraulic commands will occur. |
| | (O) | Operations procedure to operate the aircraft with the Nose Wheel Steering deactivated. |
| 32-2 | (O) | Procedure to advise flying pilot to depress the Power Lever Microswitch to activate Steering. Takeoff and landings must be performed without NWS System. |
| 32-5 | (O) | Operations procedure to prevent movement of aircraft when stopped or parked. |
| 32-7 | (O) | Operations procedure to advise the flight crew of need to manually override the Locking Mechanism. |
| 33-3 | (O) | Operations procedure to appropriately brief the passengers. |
| | (O) | Operations procedure to appropriately brief couriers. |
| | (O) | Operations procedure to appropriately brief the passengers. |
| 34-3-B | (O) | Operations procedure to use alternate procedures for inoperative ADS-B squitter transmissions. |
| 34-12 | (O) | Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System. |

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| 34-14 | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. |
| | (O) | Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, the Airplane is operated with Dual Independent Navigation Capability, and is under Positive Radar Control by ATC on the enroute portion of the flight. |
| | (O) | Operations procedure to ensure the flight is entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques. |
| 34-15 | (M) | Maintenance procedure to ensure the System is deactivated and SECURED. Applies to both provisos. |
| 34-15-A | (M) | Maintenance procedure to ensure the System is deactivated and SECURED. Applies to both provisos. |
| 34-15-A-2 | (O) | Operations procedure to ensure TA visual display and audio functions are operative and TA ONLY Mode is selected by the crew. |
| 34-15-A-3 | (O) | Operations procedure to ensure RA visual display and audio functions are operative and enroute or approach procedures do not require use of the TA System. |
| 34-16-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |

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| 34-16-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally. |
| 34-16-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-B-1-a | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-B-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |
| 34-16-B-1-e | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-16-C-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-17 | (O) | Operations procedure to ensure DG Mode is operative. |
| 34-21-A | (O) | Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |
| 34-22-A | (O) | Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |

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| 34-23-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally. |
| 34-23-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used Windshear Warning and Flight Guidance System (Reactive) operates normally. |
| 34-23-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-23-B-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-A | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-B | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-C | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-D | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. |
| | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. |
| 52-1 | (O) | Operations procedure to advise flight crew how to operate aircraft unpressurized. |
| 52-2 | (O) | Operations procedure to advise flight crew how to operate aircraft unpressurized. |

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| 52-3 | (O) | Operations procedure to determine the "AFT CARGO DOOR CLOSED Warning Light System" is operative. |
| | (O) | Operations procedure to advise flight crew how to operate the aircraft unpressurized. |
| 52-5 | (O) | Operations procedure to ensure the "Click Clack Latches" are in the LATCHED position and a procedure is established to operate the aircraft unpressurized. |
| | (M) | Maintenance procedure to remove the Latch and restore the "CABIN DOOR OPEN" Warning Light function. |
| 52-6 | (O) | Operations procedure to ensure a procedure is established to operate the aircraft unpressurized. |
| | (M) | Maintenance procedure to ensure the "Click Clack Latches" are in the LATCHED position. |
| | (O) | Operations procedure to ensure a procedure is established to operate the aircraft unpressurized. |
| | (M) | Maintenance procedure to remove the Latch and restore the "AFT CARGO DOOR" Warning Light function. |
| 52-7 | (M) | Maintenance procedure to isolate and cap the Pneumatic Line of the defective Door Seal to prevent loss of Pneumatic Pressure/Vacuum to other Instruments/Systems. |
| 73-1 | (O) | Operations procedure to ensure the crew is aware of the inaccuracy of the Fuel Totalizer when the Fuel Flow Meter is malfunctioning. |
| 77-5 | (M) | Maintenance procedure to obtain temperature compensation value from maintenance data and how to mark Gauge. |
| 77-6 | (O) | Operations procedure to ensure the crew is aware of the requirement to observe the uncompensated temperature limits. |
| | (M) | Maintenance procedure to obtain temperature compensation value from maintenance data and how to mark Gauge. |
| 80-1 | (O) | AFM Manual Start procedure. |

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

| 21 AIR CONDITIONING | | | | |
|---|---|---|---|---|
| 1. Cabin Altitude Warning System | C | 1 | 0 | (O) May be inoperative for unpressurized flight. |
| | C | 1 | 0 | May be inoperative for pressurized flight below 10,000 feet MSL. |
| 2. Cabin Altitude And Differential Pressure Indicator | C | 1 | 0 | (O) May be inoperative for unpressurized flight. |
| A) ALTITUDE Indication | C | 1 | 0 | (O) May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of the Indicator is operative, and b) A chart is provided to the crew to convert Cabin Differential Pressure to Cabin Altitude. |
| B) DIFFERENTIAL PRESSURE Indication | C | 1 | 0 | (O) May be inoperative provided: a) Cabin ALTITUDE portion of the Indicator is operative, and b) A chart is provided to the crew to convert Cabin Altitude to Cabin Differential Pressure. |
| 3. Cabin Rate Of Climb Indicator | C | 1 | 0 | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
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| | 2. NUMBER INSTALLED | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | |

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| 21 AIR CONDITIONING | | | | | |
| 4. Flow Control Valves | C | 2 | 1 | (M) May be inoperative in the CLOSED position provided: a) Cockpit Fresh Air Fan is operable with Gear retracted, b) Oxygen and Masks are provided for all occupants as required by 14 CFR, and c) Other Air Conditioning System is operative. | |
| 5. Automatic Pressurization Controller | C | 1 | 0 | (O) May be inoperative for unpressurized flight. | |
| | C | 1 | 0 | (O) May be inoperative for pressurized flight provided Manual Pressurization Controller is operative. | |
| 6. Manual Pressurization Controller | C | 1 | 0 | (O) May be inoperative for unpressurized flight. | |
| | C | 1 | 0 | (O) May be inoperative for pressurized flight provided Automatic Pressurization Controller is operative. | |
| 7. Automatic Temperature Control System | C | 1 | 0 | Automatic System may be inoperative provided Manual System is operative. | |
| 8. Manual Temperature Control System | C | 1 | 0 | Manual System may be inoperative provided Automatic System is operative. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | |
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| 21 AIR CONDITIONING | | | | | |
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| 9. Air Conditioning System | C | 2 | 1 | (O) One may be inoperative provided: a) Cockpit Fresh Air Fan is operable with Landing Gear retracted, b) Oxygen and Masks are provided for all occupants, as required by 14 CFR, and c) The other Flow Control Valve and Air Conditioning System are operative. | |
| 10. Cabin Dump Valve | C | 1 | 0 | (O) May be inoperative provided the Cabin Dump Valve is secured in OPEN position and aircraft remains VMC. NOTE: Alternate Static System will be unusable. | |
| 11. Windshield De-Fog Fan *** | C | 1 | 0 | | |
| 12. Supplemental Air Conditioning System *** | C | 1 | 0 | (M) | |
| 13. Cabin Supplemental (Auxiliary) Heater *** | C | 1 | 0 | (M) | |
| 14. Cabin Temperature Indicator | C | 1 | 0 | | |

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| | 4. REMARKS AND EXCEPTIONS | | |

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| 22 | AUTOPILOT | | | | |
| 1. | Autopilot System | C | - | 0 | (M) May be inoperative provided operations do not require its use. NOTE: For RVSM operations, the Altitude Hold Function must be operative. |
| 2. | Yaw Damper | C | 1 | 0 | (M) (Exception: The SA226-T, SA226-T(B), and SA227-TT) |
| 3. | Autopilot Disconnect Functions (Quick Release Controls) | C | 2 | 1 | One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot. |
| | | B | 2 | 0 | May be inoperative provided Autopilot is not used. |

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

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| 23 | COMMUNICATIONS | | | | |
| 1. | Communications System (VHF And UHF) | D | - | - | Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus (as appropriate to aircraft configuration) and not required for emergency procedures. |
| 2. | Cockpit Speaker | C | 2 | 0 | May be inoperative provided two operative Headsets are available to flight crew. |
| 3. | Audio Amplifier | C | 2 | 0 | May be inoperative provided two operative Headsets are available to flight crew. |
| 4. | Passenger Address System (PA) | | | | |
| A) | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided: a) PA not required by 14 CFR, 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. |
| 1) | Lavatory Speakers | C | - | 0 | (O)May be inoperative provided alternate procedures are established and used. |
| B) | Cargo Configuration | D | 1 | 0 | May be inoperative provided procedures do not require its use. |
| | | C | 1 | 0 | (O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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| 23 | COMMUNICATIONS | | | | |
| 5. | Auxiliary Public Address System | C | 1 | 0 | (O) |
| 6. | 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. |
| 1) *** | Independent Power Source | C | 1 | 0 | |
| B) | Without Flight Data Recorder (FDR) Installed | A | 1 | 0 | May be inoperative provided repairs are made within three flight days. |
| 1) *** | Independent Power Source | C | 1 | 0 | |
| C) | For Operators Other Than Air Carriers And Commercial Operators | A | 1 | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFR. |
| 1) *** | Independent Power Source | C | 1 | 0 | |
| 7. | Cockpit Voice Recorder (CVR) Underwater Locating Device (ULD) | | | | |
| A) | Flight Data Recorder (FDR) Not Required By 14 CFR | A | 1 | 0 | May be inoperative provided repairs are made within three flight days. |
| B) | Flight Data Recorder (FDR) Required By 14 CFR | A | 1 | 0 | May be inoperative provided Flight Data Recorder is operative and repairs are made within three flight days. |

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| 23 | COMMUNICATIONS | | | | |
| 8. | Flight Deck Headsets Earphones/Headsets and Boom/Hand Microphones (Holder of an Air Carrier or Commercial operator certificate) | | | | |
| A) | Headset Boom Microphones | A | - | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. |
| | | D | - | 0 | Any in excess of those required by 14 CFR may be inoperative. |
| B) | Headset Earphone/Headsets | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| C | Active Noise Cancelling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. |
| D | Flight Deck Hand Microphones | C | - | 0 | May be inoperative provided associated boom microphone operates normally. |
| | | D | - | 0 | Any in excess of those required by regulation may be inoperative. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 23 | COMMUNICATIONS | | | | |
| 9. | Avionics Master Switch | C | 1 | 0 | May be inoperative provided Both Left and Right Auxiliary Avionics Master Switches are operative. |
| 10. | Radio Master Switch | C | 1 | 0 | May be inoperative provided the Emergency Radio Master Switches are operative. |
| 11. | Prerecorded Passenger Announcement System | | | | |
| A) | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used. |
| B) | Cargo Configuration | D | 1 | 0 | |
| 12. | Push To Talk Switch | C | 2 | 1 | May be inoperative provided an operable Hand Mike is available on the affected side. |
| 13. | Service Interphone System (Flight Deck To Cabin) (Cabin To Cabin) (Flight Deck To Ground) | C | 1 | 0 | (O) May be inoperative provided procedures are not dependent upon its use. |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 23 | COMMUNICATIONS | | | | |
| 14. | Static Discharge Wicks | | | | |
| A) | S/N 567 And Earlier, Except TT447, 465, 471, 483, 521, And 582-733 | C | - | - | The Wick on the Rudder and the outboard Wick on each Wing and Elevator must be installed. Any one of the remaining Wicks may be missing. |
| B) | S/N TT447, 465, 471, 483, 521, 568-581, And 734 And Later | C | - | - | The top Wick on the Rudder, the outboard Wick on each Control Surface, and the Ventral Fin Wick must be installed. A total of two Wicks except those listed above may be missing. |
| 15. | High Frequency (HF) Communication System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| | | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided: a) SATVOICE system operates normally, b) Alternate procedures are established and used, c) SATVOICE services are available over the intended route of flight, and d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. |

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

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|-----|--|---|---|---|--|
| 23 | COMMUNICATIONS | | | | |
| 16. | Emergency Locator *** Transmitter (ELT) | | | | |
| A) | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. |
| B) | Fixed ELTs | A | - | 0 | May be inoperative or missing provided repairs are made within 90 days. |
| | | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. |
| | | D | - | - | (M) Any in excess of those required by regulation may be inoperative provided system is deactivated. |
| 17. | 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 used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 | PAGE NO: |
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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 24 ELECTRICAL | | | | |
|---|---|---|---|---|
| 1. Batteries | | | | |
| A) (SA226T And AT) | B | 2 | 1 | (M) Left Battery may be inoperative provided: a) Associated Battery Cable is disconnected from the Battery and SECURED, and b) A GPU is used for starting, c) Battery Overheat Switch remains grounded. |
| B) Batteries (SA226TC Effectivity 355 Thru 419) | B | 2 | 1 | (M) Right Battery may be inoperative provided: a) The associated Battery Cable is disconnected from the Battery and SECURED, and b) A GPU is used for starting, c) Battery Overheat Switch remains grounded. |
| C) Batteries (SA226TC Effectivity 201 Thru 354) | B | 2 | 1 | (M) One Battery may be inoperative provided: a) The associated Battery Cable is disconnected from the Battery and SECURED, and b) A GPU is used for starting, c) Battery Overheat Switch remains grounded. |
| D) Batteries (SA227 Aircraft) | B | 2 | 1 | (M) Right Battery may be inoperative provided: a) Associated Battery Cable is disconnected from the Battery and SECURED, b) A GPU is used for starting, and c) Battery Overheat Switch remains grounded. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | | |
| 24 | ELECTRICAL | | | | |
| 2. | DC Voltmeter (Combination Indicator) | C | - | 1 | (O) May be inoperative for day VMC provided opposite Battery and DC Voltmeter are operative. |
| 3. | DC Voltmeter (Applicable For Aircraft Without Combination Indicator) | C | 1 | 1 | (O) Any Selector position may be inoperative provided an alternate position or means remains on the Meter for determining the function of the failed position. |
| 4. | Inverters (All Aircraft Except SA226-T SN's 201-248 And SA226-AT, SN-002 Unless Modified To A DC Generator/Inverter System) | C | - | 1 | One may be inoperative for day VMC. NOTE: With third Inverter modification, two may be inoperative provided operative Inverter powers AC Bus. |
| 5. | Alternator (AC System) (SA226T SN's 201-248 And SA226AT, SN-002 Only) | C | 2 | 1 | One may be inoperative for day VMC provided the aircraft is operated in accordance with the AFM and within the "No Boost Pumps Required" envelope. |
| 6. | AC Warning Lights | C | 2 | 1 | One may be inoperative provided AC Voltmeter is operative. |
| 7. | AC Voltmeter | C | 1 | 0 | AC Voltmeter may be inoperative provided both AC Warning Lights are operative. |
| 8. | Battery Disconnect Warning Lights | B | 2 | 1 | (M) One may be inoperative provided: a) The associated Battery Switch is in the OFF position, b) The associated Battery Cable is disconnected from the Battery and SECURED, and c) A GPU is used for starting. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 24-3 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 24 ELECTRICAL | | | | | |
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| 9. Battery Overheat Warning Lights | B | 2 | 1 | (M) One may be inoperative provided: a) The associated Battery Cable is disconnected from the Battery and SECURED, b) A GPU is used for starting, and c) Battery Overheat Switch Wire is grounded to keep Battery Overheat Warning Lights OFF. | |
| 10. Battery Temperature Indicating And Warning Lights System (Temperature Indications) | B | 2 | 1 | (M) One Temperature Indication may be inoperative provided: a) The associated Battery Cable is disconnected from the Battery and SECURED, b) A GPU is used for starting, and c) Associated temperature indication is operative. | |
| 11. Auxiliary Battery Warning Lights | | | | DELETED, REVISION 13c. | |
| 12. DC Generator Warning Lights | C | 2 | 0 | May be inoperative provided Ammeters are monitored throughout the flight. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 1. | Cockpit Seat | B | 2 | 1 | <p>Right side may be inoperative for single pilot operations provided right Seat remains unoccupied.</p> <p>NOTE: A Seat with an inoperative Seat Belt or Shoulder Harness is considered to be inoperative.</p> |
| 2. | Passenger Seat(s) | D | - | - | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Inoperative Seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p> <p>(Continued)</p> |

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

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| 25 EQUIPMENT/ FURNISHINGS 2. Passenger Seat(s) (Continued) A) Recline Mechanism B) Underseat Baggage Restraining Bars C) Armrest 3. Approved Flotation | D D C C C | - - - - - | - - - - - | (M) May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position. (M) May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position. (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. 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. As required by 14 CFR. |
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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 25-3 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 4. *** | 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. |
| 5. | Crew Arm Rests | C | 4 | 0 | May be inoperative provided Arm Rest(s) can be secured in the DOWN position. |
| 6. | Closet Restraining Net | C | 1 | 0 | As required by 14 CFR. |
| 7. | Aft Cargo Tie-Down Net | C | - | 0 | As required by 14 CFR. |
| 8. | Aft Cargo Tie-Down Rings | C | - | 0 | As required by 14 CFR. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16b | PAGE NO: |
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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 9. | Aft Cargo Blanket Liner Assembly | C | 1 | 0 | |
| 10. | Nose Cargo Blanket Liner Assembly | C | 1 | 0 | |
| 11. *** | EMS Equipment | C | 1 | 0 | (M) May be inoperative provided inoperative component(s) do not affect required aircraft equipment. |
| 12. | Emergency Medical Equipment | | | | |
| A) | Automatic External Defibrillator (AED) And/Or Associated Equipment | A | - | 0 | (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within one flight. |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| (Continued) | | | | | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16b | PAGE NO: |
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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 12. | Emergency Medical Equipment (Continued) | | | | |
| B) | Emergency Medical Kit (EMK) And/Or Associated Equipment | A | - | 0 | (O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within one flight. |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| C) | First Aid Kit (FAK) And/Or Associated Equipment | A | - | - | (O) If more than one is required by FAR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within one flight. |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| 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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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 14. *** | Exterior Lavatory Door Ashtrays | | | | |
| A) | Airplanes With More Than One Exterior Lavatory Door Ashtray Installed | A | - | - | One may be missing provided it is replaced within 10 calendar days. |
| B) | Airplanes With Only One Exterior Lavatory Door Ashtray Installed | A | 1 | 0 | May be inoperative provided it is replaced within 3 calendar days. |
| 15. *** | Galley Waste Receptacles Access Doors/Covers | C | - | - | (M)(O) May be inoperative provided: a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight. |
| 16. *** | Cargo Restraint Systems | A | - | - | (M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. |
| | | C | - | - | May be inoperative or missing provided Cargo Compartment remains EMPTY. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 25-7 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 17. | Overhead Storage Bin(s)/Cabin And Galley Storage Compartments/ Closets | C | - | - | (M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Associated Bin or Compartment is prominently placarded DO NOT USE, c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected Compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no Partitions are installed, the entire Overhead Storage Compartment is considered one Bin. |
| | | C | - | - | (M)(O) May be inoperative provided: a) Affected Door(s) is removed, b) Associated Bin or Compartment is not used for storage of any items, except those permanently affixed, c) Associated Bin or Compartment is properly placarded DO NOT USE, d) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and e) Passengers are briefed that associated Bin or Compartment is not used. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 17. | Overhead Storage Bin(s)/Cabin And Galley Storage Compartments/ Closets (Continued) | | | | NOTE 1: If no partitions are installed, the entire Overhead Storage Compartment is considered one Bin or Compartment. NOTE 2: Any Emergency Equipment located in the associated Compartment (permanently affixed) is available for use. |
| A) *** | Storage Compartment Key Locks | D | - | 0 | (M) May be inoperative in the UNLOCKED position provided Doors can be secured by other means. |
| 18. | Observer Seat(s) | | | | |
| A) | Primary Observer Seat (Including Associated Equipment) | A | - | - | May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within two flight days. (Continued) |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 18. | Observer Seat(s) (Continued) | | | | |
| A) | Primary Observer Seat (Including Associated Equipment) (Continued) | A | - | - | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Required minimum safety equipment (Safety Belt and Oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within two flight days. <p>NOTE 1: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when the minimum safety equipment (Oxygen and Safety Belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any Observer Seat(s).</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 EQUIPMENT/ FURNISHINGS | | | | |
| 19. Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat) | | | | |
| A) Air Carrier And Commercial Operators | A | 1 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Affected Seat is not occupied, b) Flight Attendant displaced by inoperative Seat occupies the Passenger Seat most accessible to the inoperative Seat, c) Alternate procedures are established and used as published in crew members' manuals, d) Folding type Seat is stowed or is secured in the RETRACTED position, e) Passenger Seat assigned to flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two flight days. <p>NOTE 1: An Automatic Folding Seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A Seat position with an inoperative or missing Restraint System is considered inoperative.</p> <p style="text-align: center;">(Continued)</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| 25 | EQUIPMENT/ FURNISHINGS | | | | <p>A) Air Carrier And Commercial Operators (Continued)</p> |
| | | D | 1 | 0 | <p>NOTE 3: The above provisos apply to Flight Attendant Seats. Individual operators, when operating with inoperative Seats, will consider the locations and combinations of Seats to ensure that the proximity to Exits and distribution requirements of the applicable regulations are met.</p> <p>(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected Seat is not occupied, and c) Folding Type Seat stows automatically or is secured in the RETRACTED position.</p> <p>NOTE 1: An Automatic Folding Seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A Seat position with an inoperative or missing Restraint System is considered inoperative.</p> <p style="text-align: center;">(Continued)</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 19. | Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat) (Continued) | | | | |
| B) | Operators Other Than Holders Of An Air Carrier Or Commercial Operator Certificate | D | 1 | 0 | <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Seat is not occupied, b) Flight Attendant displaced by inoperative Seat occupies the Passenger Seat most accessible to the inoperative Seat, c) Folding Type Seat is stowed or is secured in the RETRACTED position, and d) Passenger Seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY". <p>NOTE 1: An automatic Folding Seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A Seat position with an inoperative or missing Restraint System is considered inoperative.</p> <p>NOTE 3: If one side of a Dual Seat Assembly is inoperative and a Flight Attendant is displaced to the adjacent Seat, the adjacent Seat must operate normally.</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 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 the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained. |
| 2. | "E" (Empty) Light(s) On Engine Fire Extinguisher Control Panel | C | 2 | 0 | (O) May be inoperative provided Bottle Pressure is visually checked and determined to be within the required range prior to each departure. |
| 3. | Lavatory Smoke Detection System | | | | |
| A *** | Passenger Configuration | C | - | - | (M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is EMPTY, b) Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers. |
| | | D | - | 0 | Any in excess of that required by 14 CFR may be inoperative. |
| B) | Cargo Configuration | D | - | 0 | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 26 | FIRE PROTECTION | | | | |
| 4. *** | Lavatory Fire Extinguisher System | | | | |
| A) *** | Passenger Configuration | C | - | 0 | Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally. |
| | | C | - | 0 | (M)(O) Lavatory Fire Extinguisher may be inoperative provided: a) Lavatory Waste Receptacle is EMPTY, b) Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers. |
| | | D | - | 0 | Any in excess of that required by 14 CFR may be inoperative. |
| B) | Cargo Configuration | D | - | 0 | |
| 5. | Cargo Compartment Smoke Detection Systems | C | - | 0 | (O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. Note: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

| 27 | FLIGHT CONTROLS | | | | |
|----|--------------------------------------|---|---|---|--|
| 1. | Trim-In-Motion Sonalerts | C | 2 | 1 | One may be inoperative provided Stabilizer Position Indicator is operative. |
| 2. | Stabilizer Position Indicator System | C | 1 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Both Trim-In-Motion Sonalerts are operative, b) Stabilizer Check is accomplished, c) Stabilizer Takeoff Position is set and visually checked prior to each departure, d) Stabilizer is not moved after being set until the aircraft is airborne, and e) Pitch Trim Out-Of-Trim (Takeoff Position Aural Warning is operative. |
| 3. | Flap Position Indicator System | C | 1 | 0 | May be inoperative provided a Flap Preselect System is installed. |
| 4. | Gust Lock System | C | 1 | 0 | (O)(M) May be inoperative provided: <ul style="list-style-type: none"> a) Maintenance assures that Flight Control Locking Pins are secured in the UNLOCKED positions, and b) Flight Controls must not be left unattended unless gust protection can be provided. |

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

| 28 FUEL | | | | | |
|--|---|---|---|--|--|
| 1. Fuel Quantity System | C | 2 | 1 | (O) One Fuel Tank Indicator may be inoperative provided: a) Either the Fuel Crossflow Switch Annunciator or Crossflow Valve Position Light is installed and operative, b) A reliable means is established to determine that the fuel quantity on board meets the regulatory requirement for the flight, and c) Both Fuel Flowmeters are operative. NOTE: MAGNASTICK READINGS ARE INVALID ABOVE 155 GALLONS AND BELOW 30 GALLONS. | |
| 2. Fuel Boost Pumps | C | 4 | 2 | One Boost Pump per side may be inoperative. | |
| 3. Fuel Magna-Sticks | C | 2 | 0 | NOTE: See Fuel Quantity System and Fuel Quantity Push-To-Test System. | |
| 4. Fuel Crossflow Switch Annunciator | C | 1 | 0 | May be inoperative provided Crossflow Valve Position Light is operative. | |
| A) Fuel Crossflow Switch Annunciator (Aircraft incorporating SB226-28-005) | C | 1 | 0 | May be inoperative provided Crossflow Valve Switch is checked CLOSED prior to takeoff and landing. | |

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

| 28 FUEL | | | | |
|--------------------------------------|---|---|---|---|
| 5. Crossflow Valve Position Light | C | 1 | 0 | May be inoperative provided Fuel Crossflow Switch Annunciator is operative. |
| 6. Fuel Totalizer System | C | 1 | 0 | |
| 7. Fuel Quantity Push-To-Test System | C | 1 | 0 | May be inoperative provided fuel quantity indications are verified by use of the Fuel Magna-Sticks. |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |

| 29 | HYDRAULIC POWER | | | | |
|----|---|---|---|---|---|
| 1. | Hydraulic Pressure Gauge | C | 1 | 0 | May be inoperative provided both Low Hydraulic Pressure Warning Lights are operative. |
| 2. | Low Hydraulic Pressure Warning Light System | C | 2 | 1 | One Light may be inoperative provided the Engine with the inoperative Light is started first. |

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

| 30 | ICE & RAIN PROTECTION | | | | |
|-----|---------------------------------------|---|---|---|--|
| 1. | Propeller Deicing Systems | C | 2 | 1 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 2. | Propeller Heat Ammeter | C | 1 | 0 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 3. | SAS Heat System | C | 1 | 0 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 4. | Pitot Heaters | B | 2 | 0 | May be inoperative provided: a) Passengers are not carried under IFR, and b) Aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 5. | Pitot Heater Loadmeter/Ammeter | B | 1 | 0 | May be inoperative provided: a) Passengers are not carried under IFR, and b) Aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 6. | Heated Windshield Systems | C | 1 | 0 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| -1) | Windshield Overheat Monitoring System | A | 1 | 0 | May be inoperative provided repairs are made within 30 calendar days. |
| -2) | Windshield Overheat Warning Lights | A | 2 | 1 | May be inoperative provided repairs are made within 30 calendar days. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS |
|--|-----------------|---------------------|---------------------------------|---|
| 30 ICE & RAIN PROTECTION | | | | |
| 7. Wing And Tail Deicing System | C | 1 | 0 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |
| 8. Wing And Tail Deicing Automatic Control | C | 1 | 0 | May be inoperative provided Manual Control is operative. |
| 9. Wing And Tail Deicing Manual Control | C | 1 | 0 | May be inoperative provided Automatic Control is operative. |
| 10. Deice Pressure Indicator | C | 1 | 0 | (O) |
| 11. Engine Inlet Anti-Icing Systems | C | 2 | 1 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade and not otherwise required by the AFM. |
| 12. Windshield Wipers | C | 2 | 0 | May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing. |
| 13. Windshield Wiper Park Mode | C | 2 | 1 | (O) May be inoperative provided Circuit Breaker is pulled to manually park the Wiper Blade in a position providing a field of vision satisfactory to the flight crew. |
| 14. Windshield Wiper Slow Mode | C | 2 | 0 | May be inoperative provided Windshield Wipers are operative in Fast Mode. |

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| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 30 | ICE & RAIN PROTECTION | | | | |
| 15. | Oil Cooler Inlet Lip DC Thermal Anti-Ice Heater | C | 2 | 0 | May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade and not otherwise required by the AFM. |
| 16. | Oil Cooler Inlet Lip DC Thermal Anti-Ice Heater Cycle Lights | C | 2 | 0 | May be inoperative provided the applicable Generator Ammeter indicates a minimum of 7.5 ampere increase when activating each Lip Anti-Ice Heater. |
| 17. | Pitot Heat Indicating Systems (Required By The Certification Or Operating Rules) | B | - | 0 | May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions. |
| 18. | Pitot Heat Indicating Systems (Not Required By The Certification Or Operating Rules) | C | - | 0 | May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions. |

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

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|---|---|---|---|--|--|
| 31 INDICATING/ RECORDING SYSTEMS | | | | | |
| 1. Clock With Sweep Hand Or Digital Clock | C | - | - | As required by 14 CFR. | |
| 2. Flight Hour Recorder | C | 1 | 0 | (O) Use alternate means for tracking aircraft time. | |
| 3. Flight Data Recorder (FDR) System | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | A | - | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. | |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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|----|--|---|---|---|--|
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| 3. | Flight Data Recorder (FDR) System (Continued) | | | | |
| A) | For Air Carrier And Commercial Operators | | | | |
| 1) | FDR Recording Parameters Required By 14 CFR | A | - | - | May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days. |
| 2) | FDR Recording Parameters Not Required By 14 CFR | A | - | - | May be inoperative provided repairs are made prior to completion of the next heavy maintenance check. |
| B) | Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. |
| | | A | - | 0 | May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR. |
| 4. | Flight Data Recorder (FDR) Underwater Locating Device (ULD) (FDR Required By 14 CFR) | A | 1 | 0 | May be inoperative provided Cockpit Voice Recorder is operative and repairs are made within three flight days. |
| A) | Flight Data Recorder (FDR) Underwater Locating Device (ULD) (FDR Not Required By 14 CFR) | C | 1 | 0 | |

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|---|---------------------------------|--------------------------------------|---|--|--|
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 32 LANDING GEAR | | | | | |
| 1. Nose Wheel Steering System (SA227 Aircraft Built Per ECP 603 Or Modified By SB 227-32-030) | C | 1 | 0 | (O)(M) May be inoperative provided the System is deactivated by: a) Turn OFF the NWS ARM Switch, b) Pull the Circuit Breaker, and c) Verify Steering Casters left and right. | |
| A) Nose Wheel Steering System (All Other Aircraft) | C | 1 | 0 | (O)(M) May be inoperative provided the System is deactivated by: a) Disconnect the Tube Assembly from the Nose Wheel Steering filter to the Restrictor, b) Cap both the Filter Fitting, and Restrictor, c) Turn OFF the NWS ARM Switch, d) Pull the Circuit Breaker, and e) Verify the Steering Casters left and right. | |
| 2. Nose Wheel Steering Speed Lever Microswitch | C | 1 | 0 | May be inoperative provided: a) Pilot utilizes Power Lever Microswitch to activate Steering, and b) Takeoff and landings must be performed without NWS System. | |
| 3. Nose Wheel Steering Power Lever Microswitch | | | | DELETED, REVISION 13. | |
| 4. Wheel Brake Anti-Skid System | C | 1 | 0 | May be inoperative provided operations are conducted in compliance with procedures and limitations set forth in the Aircraft Flight Manual. | |

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| | 4. REMARKS AND EXCEPTIONS | | |

| 32 | LANDING GEAR | | | | |
|-----------|-------------------------------------|---|---|---|---|
| 5. | Parking Brake | C | 1 | 0 | (O) |
| 6. *** | Gear Door Warning System | C | 1 | 0 | May be inoperative provided a flight crew member confirms by visual inspection that Main Gear Doors are CLOSED prior to each departure. |
| 7. | Landing Gear Control Latch Solenoid | C | 1 | 0 | (O) May be inoperative in the LATCHED position provided the Manual Over-Ride Mechanism operates normally and the aircraft is operated with a crew of two. |

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| | 4. REMARKS AND EXCEPTIONS | | |

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|---|---|---|---|---|
| 33 LIGHTS | | | | |
| 1. Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System | C | - | - | Individual Lights may be inoperative provided remaining Lights are: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. |
| 2. Cabin Light Systems | C | - | - | May be inoperative provided lighting configuration is acceptable to the flight crew. |
| 3. Passenger Lighted Information Sign | C | 1 | 0 | (M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. (continued) |

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

| 33 LIGHTS | | | | |
|--|---|---|---|---|
| 3. Passenger Lighted Information Sign (continued) | C | - | - | (O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off. |
| A) All-Cargo, Supernumerary/ Courier Area Lighted Information Sign | C | - | - | (O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off. |
| 4. Anti-Collision Beacon Light System | B | 1 | 0 | May be inoperative for day operations. |
| | B | 1 | 0 | May be inoperative provided Strobe Light System is operative (SA226-AT and TC models only). |
| 5. Strobe Lights | C | 3 | 0 | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

| 33 LIGHTS | | | | | |
|-----------------------|---|---|---|---|--|
| 6. Landing Lights | C | 2 | 0 | May be inoperative for day operations. One may be inoperative for night operations. When Wing mounted Landing/Recognition Lights are installed, both Landing Lights may be inoperative for night flights if both Recognition Lights and the Taxi Light are operative. | |
| 7. Position Light(s) | C | 3 | 0 | May be inoperative for day operations. | |
| | C | 6 | 3 | For night operations, individual Bulbs may be inoperative provided at least one Bulb is operative in each Position Light Assembly. | |
| 8. Taxi Light | C | 1 | 0 | | |
| 9. Recognition Lights | C | 2 | 0 | | |
| 10. Logo Lights | D | - | 0 | | |
| 11. Wing Ice Lights | C | 2 | 0 | May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require use of Wing Ice Lights. | |
| | C | 2 | 1 | One may be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights. | |

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| | | | | 4. REMARKS AND EXCEPTIONS | |
| 33 LIGHTS | | | | | |
| 12. Baggage Compartment Lights | | C | - | - | |
| 13. Normal Annunciator Dim Switch System | | C | 1 | 0 | May be inoperative. Bright position must be available for day. |

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| | 4. REMARKS AND EXCEPTIONS | | |

| 34 | NAVIGATION | | | | |
|----|--|---|---|---|---|
| 1. | Gyroscopic Rate Of Turn/Slip Skid Indicator | B | 2 | 1 | Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights. |
| 2. | Vertical Speed Indicator | B | 2 | 1 | Must be operative on left side for IFR passenger carrying operations. NOTE: One rapid response Vertical Indicator is required to be operative in all operations for the Metro IIA (SA226-TC/SFAR 41) airplane. |
| 3. | ATC Transponders And Automatic Altitude Reporting Systems | B | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |
| | | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. |
| A) | Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR | A | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit. |
| B) | ADS-B Squitter Transmissions | D | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit. |

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|----|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| B) | ADS-B Squitter Transmissions (continued) | C | - | 0 | (O)May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used. |
| 4. | Navigation Equipment (VOR/ILS, LORAN, OMEGA/VLF, INS, DOPPLER, Global Positioning System, Flight Management Systems) | C | - | - | As required by 14 CFR. |
| 5. | Weather Radar/Thunderstorm Detection Equipment | C | - | 0 | As required by 14 CFR. |
| A) | Radar Stabilization | C | - | 0 | |
| 6. | Marker Beacon | C | 1 | 0 | May be inoperative provided approach procedure does not require its usage. |
| 7. | Flight Director | C | 1 | 0 | May be inoperative provided landing minimums are not based on its use. |
| 8. | Radar Altimeter | C | 1 | 0 | May be inoperative provided landing minimums are not based on its use. NOTE: Deferral may affect GPWS operation. |

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| 34 | NAVIGATION | | | | |
|-----|--|---|---|---|---|
| 9. | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| 10. | Standby Attitude Indicator | C | - | 0 | May be inoperative provided not required by 14 CFR. |
| | | B | - | 0 | May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions. |
| 11. | Altitude Alerting System | C | - | 0 | May be inoperative provided enroute operations, (ie RVSM), do not require its use. |
| 12. | Automatic Direction Finder (ADF) | C | - | 0 | As required by 14 CFR. |
| 13. | Radio Magnetic Indicator (RMI) | C | - | 0 | |

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| | 4. REMARKS AND EXCEPTIONS | | |

| 34 NAVIGATION | | | | |
|---|---|---|---|---|
| 14. Non-Stabilized Magnetic Compass System | 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 enroute portion of the flight. |
| | B | 1 | 0 | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques. |
| 15. Traffic Alert Collision Avoidance System (TCAS I) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use. |
| | C | - | 0 | (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use. |

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| 34 | NAVIGATION | | | | |
| A) *** | Traffic Alert Collision Avoidance System (TCAS II) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. |
| | | C | - | 0 | (M) May be inoperative provided: a) System is not required by 14 CFR, 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 | C | 2 | 1 | One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side. |
| 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. |
| (Continued) | | | | | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-6 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 34 | NAVIGATION | | | | |
| 15.*** | Traffic Alert Collision Avoidance System (TCAS II) (Cont'd) | | | | |
| 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. |
| 4) | Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. |
| 5)*** | Airspace Selection Function | C | - | 0 | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-7 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 34 | NAVIGATION | | | | |
| 16. | Terrain Awareness And Warning System (TAWS) | | | | |
| A) | Class A TAWS Equipment Required | | | | |
| 1) | Ground Proximity Warning System (GPWS) | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| a) | Modes 1-4 | A | 4 | 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) | Glideslope Deviation(s) (Mode 5) | C | - | 1 | |
| | | B | - | 0 | |
| (Continued) | | | | | |

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

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|-----------|---|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 16. | Terrain Awareness And Warning System (TAWS) (Continued) | | | | |
| A) | Class A TAWS Equipment (Continued) | | | | |
| 1) | GPWS (Continued) | | | | |
| 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 14 CFR, and b) Alternate procedures are established and used. |
| e) *** | Windshear Mode (Reactive) | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. |
| | | C | 1 | 0 | (O) May be inoperative provided: g) Alternate procedures are established and used, and h) Windshear Detection and Avoidance System (Predictive) operates normally. (Continued) |

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

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| 34 | NAVIGATION | | | | |
| 16. | Terrain Awareness And Warning System (TAWS) (Continued) | | | | |
| A) | Class A TAWS Equipment Required (Continued) | | | | |
| 2) | Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 3) | Terrain Displays | C | - | 1 | |
| | | B | - | 0 | |
| 4) | Runway Awareness And Advisory System (RAAS) | C | 1 | 0 | |
| *** | | | | | |
| B) | Class B TAWS Equipment Required | | | | |
| 1) | Ground Proximity Warning System (GPWS) | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 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. |
| (Continued) | | | | | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-10 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 34 | NAVIGATION | | | | |
| 16. | Terrain Awareness And Warning System (TAWS) (Continued) | | | | |
| B) | Class B TAWS Equipment Required (Continued) | | | | |
| 1) | Ground Proximity Warning System (GPWS) (Continued) | | | | |
| 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 14 CFR, 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. |
| (Continued) | | | | | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-11 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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|-----|---|---|---|---|--|
| 34 | NAVIGATION | | | | |
| 16. | Terrain Awareness And Warning System (TAWS) (Continued) | | | | |
| B) | Class B TAWS Equipment Required (Continued) | | | | |
| 2) | Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions | B | 1 | 0 | |
| 3) | Terrain Displays | C | - | 0 | |
| *** | | | | | |
| 4) | Runway Awareness & Advisory System (RAAS) | C | 1 | 0 | |
| *** | | | | | |
| C) | Class C TAWS Equipment | | | | |
| 1) | TAWS/GPWS | C | 1 | 0 | |
| *** | | | | | |
| | | | | | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any Mode that operates normally may be used. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-12 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 34 | NAVIGATION | | | | |
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| 17. | Gyroscopic Direction Indicator Slaved Mode | C | 2 | 0 | (O) May be inoperative provided DG Mode is operative. |
| 18. | Overspeed Warning Sensor | B | 1 | 0 | May be inoperative provided AFM speed limitations are observed. |
| 19. | Outside Air Temperature (OAT) Indicating System | C | - | 1 | May be inoperative provided OAT is provided by another calibrated System that allows determination of true OAT. |
| 20. *** | Externally Mounted Airspeed Bugs | C | - | 0 | May be inoperative, broken, or missing except for CC/DC single pilot operations. In that case left side Bugs must be installed. |
| 21. | 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. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 34-13 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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|-----------|---|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 22. | Navigation Management System | | | | |
| A) | Navigation Databases | C | - | - | (O) May be inoperative 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. |
| 23. | Windshear Detection, Guidance And Avoidance System | | | | |
| A) | Installation Required By 14 CFR | | | | |
| 1) *** | 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 procedure. (Continued) |

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

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|-----------|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 1) *** | Windshear Warning And Flight Guidance System (Reactive) (Continued) | C | - | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally. |
| 2) *** | 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. |
| B) | Installation Not Required By 14 CFR | 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. |
| 1) *** | Windshear Warning And Flight Guidance System (Reactive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 2) *** | Windshear Detection And Avoidance System (Predictive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |

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

| 34 | NAVIGATION | | | | |
|-----|---|---|---|---|---|
| 24. | 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 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. |
| A) | Cockpit Display and Traffic Information (CDTI) | D | - | 0 | NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used. |
| B) | 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. |
| C) | Data Link Transmitter(s) | D | - | 0 | NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section. |
| D) | Data Link Receiver(s) | D | - | 0 | |
| E) | ADS-B Applications | D | - | 0 | |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16a | PAGE NO: |
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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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| 34 | NAVIGATION | | | | |
| | CARGO OPERATIONS ONLY- SECOND IN COMMAND NOT REQUIRED | | | | |
| 1. | Airspeed Indicator CARGO OPERATIONS ONLY- SECOND IN COMMAND NOT REQUIRED | B | 2 | 1 | May be inoperative on right side provided: a) Copilot's Pitot System is functioning normally, and b) A functioning Pneumatic Indicator is installed and available to the pilot. |
| 2. | Gyroscopic Bank and Pitch Indicator CARGO OPERATIONS ONLY- SECOND IN COMMAND NOT REQUIRED | B | 2 | 1 | May be inoperative on right side provided: a) Two independent power sources are available to drive the left side instruments, and b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side. |
| 3. | Gyroscopic Direction Indicator CARGO OPERATIONS ONLY- SECOND IN COMMAND NOT REQUIRED | B | 2 | 1 | May be inoperative on right side provided: a) Magnetic Compass is operative, b) Two independent power sources are available to drive the left side instruments, and c) Aircraft does not have an Electronic Horizontal Situation Indicator (EHSI) installed on the left side. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 34 NAVIGATION 4. Altimeter, Barometric Pressure, Adjustable CARGO OPERATIONS ONLY- SECOND IN COMMAND NOT REQUIRED | B | 2 | 1 | May be inoperative on right side provided a functioning Pneumatic Altimeter, adjustable for barometric pressure, is installed and available to the pilot. | |

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

| 35 OXYGEN | | | | |
|---|---|---|---|--|
| 1. Crew Oxygen System | C | 1 | 1 | A two hour oxygen supply required for each pilot or greater if required by 14 CFR. |
| 2. Protective Breathing Equipment (PBE) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 37 VACUUM | | | | | |
| 1. Low Suction Warning Light | | C | 1 | 0 | May be inoperative provided the Suction Gauge is operative. |

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

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| 46 | INFORMATION SYSTEMS | | | | |
| 1. *** | Electronic Flight Bag Systems (EFBs) | | | | |
| A) *** | Class 3 EFBs | C | - | - | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| B) *** | Data Connectivity (Class 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| C) *** | Power Connection (Class 1 & 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| D) *** | Mounting Device (Class 2) | C | - | 0 | (M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 46 INFORMATION SYSTEMS D) Mounting Device *** (Class 2) (Continued) | | D | - | 0 | (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | PAGE NO: 52-1 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 52 DOORS | | | | |
|---|---|---|---|---|
| 1. CABIN DOOR CLOSED Warning Light System | C | 1 | 0 | (O) May be inoperative provided: a) All Latches are visually checked in the CLOSED and LATCHED position, and Door is not reopened prior to departure, b) Fasten Seat Belt Sign remains on, or passengers are briefed to remain seated with their Seat Belts FASTENED, and c) The aircraft remains unpressurized. NOTE: Removing one Latch is acceptable as in Item 52-5. |
| 2. AFT CARGO DOOR CLOSED Warning Light System | C | 1 | 0 | (O) May be inoperative provided: a) All Latches are visually checked in the CLOSED and LATCHED position, and the Door is not reopened prior to departure, b) FASTEN SEAT BELT Sign remains ON, or passengers are briefed to remain seated with their Seat Belts FASTENED, and c) The airplane remains unpressurized. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 16 DATE: 01/15/2009 | PAGE NO: 52-2 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 52 DOORS | | | | |
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| 3. Aft Cargo Door Test Light (Cabin Door Entryway, SA226 Series) | C | 1 | 0 | (O) May be inoperative provided AFT CARGO DOOR CLOSED Warning Light System (Item 52-2) is operative. |
| | C | 1 | 0 | (O) May be inoperative provided: a) All Latches are visually checked in the CLOSED and LATCHED position, and Door is not reopened prior to departure, b) FASTEN SEAT BELT Sign remains ON, or passengers are briefed to remain seated with their Seat Belts FASTENED, and c) The aircraft remains unpressurized. |
| 4. Aft Cargo Door Secondary Warning And Test System (SFAR 41 Aircraft) | C | 1 | 0 | Switches NORMAL (Green Light). May be inoperative provided all Aft Cargo Door Switches are visually checked to insure they have extended to their relaxed (Door Open) positions prior to departure. The DOOR UNSAFE Light may be inoperative provided all Latches are visually checked in the CLOSED and LATCHED position, and not reopened prior to departure, or the AFT CARGO DOOR CLOSED Warning Light (Annunciator Panel) is operative. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 52 DOORS | | | | | |
| 5. Cabin Door Latches | C | 7 | 6 | (O)(M) One may be removed provided aircraft is operated unpressurized and the Latches are visually checked in the CLOSED and LATCHED position and not reopened prior to departure. | |
| 6. AFT Cargo Door Latches | C | 8 | 7 | (O)(M) One may be removed provided aircraft is operated unpressurized and the remaining Latches are visually checked in the CLOSED and LATCHED position, and not reopened prior to departure. | |
| | C | 8 | 7 | (O)(M) One may be removed provided aircraft is operated unpressurized and the AFT CARGO DOOR CLOSED Warning System is operative for the remaining Door Latches. | |
| 7. Door Seals Systems (Passenger And Cargo Doors) | C | 2 | 0 | (M) May be inoperative provided the FASTEN SEAT BELT Sign remains ON, or the passengers are orally briefed to remain seated with their Seat Belts FASTENED. | |
| 8. Passenger Door/Gas Springs | C | - | 0 | May be inoperative provided Door is manually restrained by the crew and inoperative Snubber/Gas Spring does not interfere with Door operation. Placard Door Area both inside and outside: SNUBBER/GAS SPRING CLOSERS NOT INSTALLED. DO NOT DROP DOOR. NOTE: Second Snubber is an option. No placard is required when one Snubber is operative. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | | 4. REMARKS AND EXCEPTIONS | |
| 61 PROPELLERS | | | | | |
| 1. NTS Systems (SA226-T Only) | | C | 2 | 0 | |
| 2. NTS Check Systems (SA226-T Only) | | C | 2 | 0 | |
| 3. Propeller Synchronizing/ Synchrophaser System | | C | 1 | 0 | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 71 | POWERPLANT | | | | |
| 1. *** | Engine Case Ground Heating System (Tanis Type) | D | - | 0 | One or both may be inoperative provided Unit security and Wire routing remains unaffected. |
| 2. *** | Reserve Power Systems | D | 2 | 0 | May be inoperative provided aircraft performance (i. e. takeoff, enroute drift down, or approach climb) are not predicated on its use. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | | PAGE NO: 73-1 | |
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| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 73 | ENGINE FUEL & CONTROL | | | | |
| 1. | Fuel Flowmeters | B | 2 | 1 | (O) One may be inoperative. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | | PAGE NO: 74-1 | |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 74 IGNITION 1. Ignition Lights | | C | 2 | 0 | Both may be inoperative provided: a) Continuous and Override Ignition Systems are audibly checked prior to each Engine Start, and b) Aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | PAGE NO: 77-1 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

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|----|---|---|---|---|---|
| 77 | ENGINE INDICATING | | | | |
| 1. | SRL Computer System (SA-226-T(B) And SA-227-TT Only) | | | | DELETED, REVISION 13. SEE ATA 80, STARTING. |
| 2. | SRL Computer System (SA-227 Aircraft With SRL Inoperative AFM Supplements Only) | C | 2 | 0 | May be inoperative provided operations are conducted in accordance with SRL Inoperative Supplement Data contained in AFM/POH. |
| 3. | Temperature Limiter And Indicator Light (SA-226-T(B) And SA-227 Series Only) | C | 2 | 0 | May be inoperative in accordance with AFM. |
| 4. | ITT Indicator, Digital Readout | C | 2 | 1 | One Digital Readout may be inoperative, provided associated Indicating Needle is functioning. |
| 5. | ITT Compensator (SA-226 Series With TPE-331-3 Engines) | C | 2 | 1 | (M) One may be inoperative provided: a) The ITT Comp Circuit Breaker must be PULLED, and b) The ITT Gauge must be marked with the uncompensated limiting temperature. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | PAGE NO: 77-2 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 77 | ENGINE INDICATING | | | | |
|----|---|---|---|---|---|
| 6. | EGT Compensator (SA-226-TC Series With TPE-331-10UA-551G Engines) | C | 2 | 1 | (O)(M) One may be inoperative provided: a) EGT Comp Circuit Breaker must be PULLED, b) EGT Gauge must be marked with the uncompensated limiting temperature, and c) Movable Red Line (Bug) must be set to the uncompensated limiting value prior to takeoff and other conditions of flight according to AFM Supplement requirements. |
| 7. | ET Indicator, Digital Readout (SA-226-T(B) Only) | C | 2 | 1 | May be inoperative provided associated Indicating Needle is operative. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | | PAGE NO: 80-1 | |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 80 STARTING | | | | | |
| 1. Auto-Start System | | C | 2 | 0 | (O) May be inoperative provided AFM manual start procedures are used. |

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| AIRCRAFT: M7 AEROSPACE MODELS SA226/SA227 SERIES | | REVISION NO: 15 DATE: 08/13/2001 | PAGE NO: 82-1 |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
| | 2. NUMBER INSTALLED | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | 4. REMARKS AND EXCEPTIONS | | |

| 82 | WATER INJECTION | | | | |
|----|-----------------------------|---|---|---|---|
| 1. | AWI System | C | 1 | 0 | May be inoperative provided AFM performance does not require its use. |
| 2. | CAWI System | C | 1 | 0 | May be inoperative provided AFM performance does not require its use. |
| 3. | AWI/CAWI Quantity Indicator | C | 1 | 0 | May be inoperative provided: a) Visual check of the quantity is made prior to departure, and b) Landing performance is not predicated upon its use. |
| 4. | Standby Rocket System | C | 1 | 0 | May be inoperative provided AFM performance does not require its use. |