



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

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# Master Minimum Equipment List

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Revision: 1  
Date: November, 23, 2011

## SINGLE ENGINE AIRPLANES

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## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

SINGLE ENGINE AIRPLANES

REVISION NO. 1

DATE: 11/23/2011

PAGE NO.

I

## TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover	-
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV, V
--	Highlights of Change	VI, VII, VIII, IX, X
--	Highlights of Change	XI, XII, XIII, XIV, XV
--	Highlights of Change	XVI, XVII, XVIII, XIX
--	Highlights of Change	XX, XXI, XXII, XXIII
--	Highlights of Change	XXIV
--	Definitions	XXV
--	Preamble	XXVI
--	Regulations Reference in Policy Letter 25	XXVII
--	Guidelines for (M) & (O) Procedures	XXVIII, XXIX, XXX
--	Guidelines for (M) & (O) Procedures	XXXI, XXXII, XXXIII
--	Guidelines for (M) & (O) Procedures	XXXIV
21	Air Conditioning	21-1
22	Autopilot	22-1, 2
23	Communications	23-1 THRU 6
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 THRU 10
26	Fire Protection	26-1
27	Flight Controls	27-1, 2
28	Fuel	28-1
30	Ice & Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1, 2, 3, 4
34	Navigation	34-1 THRU 17
35	Oxygen	35-1
37	Vacuum	37-1
38	Water/Waste	38-1
46	Information Systems	46-1, 2
52	Doors	52-1
73	Engine Fuel and Control	73-1
77	Engine Indicating	77-1

AIRCRAFT:  
SINGLE ENGINE AIRPLANES

REVISION NO. 1  
DATE: 11/23/2011

PAGE NO.  
II

LOG OF REVISIONS

Rev No.	Date	Page Numbers	Initials
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ORIGINAL	09/25/2009	<p>ALL PAGES</p> <p>NOTE: This MMEL for generic Single Engine Airplanes replaces the airplane portion of the generic Single Engine Aircraft MMEL dated 10/04/2004 which combined airplanes and rotorcraft.</p> <p>This generic Single Engine Airplane MMEL cannot be used for an airplane that already has its own specific (by Make/Model) MMEL.</p>	
Oa	02/03/2010	COVER PAGE, LOG OF REVISIONS	
Oa	02/03/2010	CONTROL PAGE, HIGHLIGHTS OF REV.	
Oa	02/03/2010	DEFINITIONS, PREAMBLE	
Oa	02/03/2010	37-1	
1	11/23/2011	<p>ALL PAGES</p> <p>NOTE: Many items have been moved from their original location in the previous revision due to the adoption of the JASC ATA Numbering System.</p>	

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
SINGLE ENGINE AIRPLANESREVISION NO. 1  
DATE: 11/23/2011PAGE NO.  
III

## CONTROL PAGE

System	Page No.	Rev No.	Current Date
--------	----------	---------	--------------

Cover Page	-	1	11/23/2011
Table of Contents	I	1	11/23/2011
Log of Revisions	II	1	11/23/2011
Control Page	III	1	11/23/2011
	IV	1	11/23/2011
	V	1	11/23/2011
Highlights of Change	VI	1	11/23/2011
	VII	1	11/23/2011
	VIII	1	11/23/2011
	IX	1	11/23/2011
	X	1	11/23/2011
	XI	1	11/23/2011
	XII	1	11/23/2011
	XIII	1	11/23/2011
	XIV	1	11/23/2011
	XV	1	11/23/2011
	XVI	1	11/23/2011
	XVII	1	11/23/2011
	XVIII	1	11/23/2011
	XIX	1	11/23/2011
	XX	1	11/23/2011
	XXI	1	11/23/2011
	XXII	1	11/23/2011
	XXIII	1	11/23/2011
	XXIV	1	11/23/2011
Definitions	XXV	1	11/23/2011
Preamble	XXVI	1	11/23/2011
Regulations Reference in Policy Letter 25	XXVII	1	11/23/2011
Guidelines for (M) & (O) Procedures	XXVIII	1	11/23/2011
	XXIX	1	11/23/2011
	XXX	1	11/23/2011
	XXXI	1	11/23/2011
	XXXII	1	11/23/2011
	XXXIII	1	11/23/2011
	XXXIV	1	11/23/2011

(Continued)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

SINGLE ENGINE AIRPLANES

REVISION NO. 1

DATE: 11/23/2011

PAGE NO.

IV

CONTROL PAGE

System

Page No.

Rev No.

Current Date

(Continued)

21	21-1	1	11/23/2011
22	22-1	1	11/23/2011
22	22-2	1	11/23/2011
23	23-1	1	11/23/2011
23	23-2	1	11/23/2011
23	23-3	1	11/23/2011
23	23-4	1	11/23/2011
23	23-5	1	11/23/2011
23	23-6	1	11/23/2011
24	24-1	1	11/23/2011
25	25-1	1	11/23/2011
25	25-2	1	11/23/2011
25	25-3	1	11/23/2011
25	25-4	1	11/23/2011
25	25-5	1	11/23/2011
25	25-6	1	11/23/2011
25	25-7	1	11/23/2011
25	25-8	1	11/23/2011
25	25-9	1	11/23/2011
25	25-10	1	11/23/2011
26	26-1	1	11/23/2011
27	27-1	1	11/23/2011
27	27-2	1	11/23/2011
28	28-1	1	11/23/2011
30	30-1	1	11/23/2011
30	30-2	1	11/23/2011
31	31-1	1	11/23/2011
32	32-1	1	11/23/2011
33	33-1	1	11/23/2011
33	33-2	1	11/23/2011
33	33-3	1	11/23/2011
33	33-4	1	11/23/2011

(Continued)

AIRCRAFT:

SINGLE ENGINE AIRPLANES

REVISION NO. 1

DATE: 11/23/2011

PAGE NO.

V

## CONTROL PAGE

System

Page No.

Rev No.

Current Date

(Continued)

34	34-1	1	11/23/2011
34	34-2	1	11/23/2011
34	34-3	1	11/23/2011
34	34-4	1	11/23/2011
34	34-5	1	11/23/2011
34	34-6	1	11/23/2011
34	34-7	1	11/23/2011
34	34-8	1	11/23/2011
34	34-9	1	11/23/2011
34	34-10	1	11/23/2011
34	34-11	1	11/23/2011
34	34-12	1	11/23/2011
34	34-13	1	11/23/2011
34	34-14	1	11/23/2011
34	34-15	1	11/23/2011
34	34-16	1	11/23/2011
34	34-17	1	11/23/2011
35	35-1	1	11/23/2011
37	37-1	1	11/23/2011
38	38-1	1	11/23/2011
46	46-1	1	11/23/2011
46	46-2	1	11/23/2011
52	52-1	1	11/23/2011
73	73-1	1	11/23/2011
77	77-1	1	11/23/2011

## HIGHLIGHTS OF CHANGE

Cover Page Updated to Revision 1.

Table of Contents Updated to incorporate Revision 1 changes.

Log of Revisions Updated to incorporate Revision 1 changes.

Control Pages Updated to incorporate Revision 1 changes.

Highlights of Change Updated to reflect changes to Revision 1.

Definitions Definitions statement updated to current policy.

Preamble Preamble statement updated to current policy.

Regulations Reference Page added for reference to Regulations in Policy Letter 25.

Guidelines [(O) & (M)] Updated to incorporate Revision 1 changes.

### ATA 21

-00-01 Air Conditioning System ATA number and proviso updated.

-20-01 Fresh Air Vent ATA number updated.

-30-01 Environmental Control System (ECS) relief added.

-31-01 Pressurization Controller relief added.

-32-01 Cabin Differential Pressure Gauge relief added.

-32-02 Cabin Altitude Indicator relief added.

## HIGHLIGHTS OF CHANGE

**ATA 21 (Continued)**

- 32-03 Cabin Vertical Speed Indicator relief added.
- 34-01 Cabin Altitude Warning System relief added.
- 40-01 Heating System relief added.
- 50-01 Vent Blower System relief relocated and renumbered in accordance with the ATA Numbering System, "\*\*\*\*" added, and the number installed changed from one to variable.

**ATA 22**

- 10-01 Autopilot System relief title, numbering system, and proviso updated, and "\*\*\*\*" and "O" procedure added.
- 10-02 Autopilot Disconnect Functions relief title and functions format updated, and "\*\*\*\*" added.
  - 01 (Autopilot Disconnect Functions Quick Release) Emergency Controls relief updated.
  - 02 (Autopilot Disconnect Functions Quick Release) Emergency Controls relief updated.
- 10-03 Go Around Button relief added.
- 10-04 Yaw Damper relief added.

**ATA 23**

- 00-01 Communications System ATA System number and "\*\*\*\*" added.
  - 01 Yoke Mounted Press To Talk Switches ATA number and repair category updated, and "\*\*\*\*" added.
  - 02 Flight Phone/SATCOM System relief added.

## HIGHLIGHTS OF CHANGE

**ATA 23 (Continued)**

- 10-01 High Frequency (HF) Communication System relief added.
- 01 High Frequency (HF) Communication System Wire Antenna relief added.
- 20-01 Data Relief added.
- 30-01 WIFI Internet System relief added.
- 40-01 Intercom System relief added.
- 01 (Intercom System) Cockpit relief added.
- 02 (Intercom System) Cabin relief added.
- 40-02 Passenger Address (PA) System relief added.
- 01 Passenger Address (PA) System (Passenger Configuration) relief updated.
- 02 Passenger Address (PA) System (Cargo Configuration) relief updated.
- 50-01 Boom Microphone System (Headset Microphone) relief added.
- 50-02 Headset Audio System (Excluding Boom Microphone) relief added.
- 50-03 Hand Microphone relief added.

## HIGHLIGHTS OF CHANGE

**ATA 23 (Continued)**

- 50-04 Hand Microphone Jack relief added.
- 50-05 Hand Microphone Holder relief added.
- 50-06 Cockpit Overhead Communication Speaker relief updated.
- 60-01 Static Wicks relief added.

**ATA 24**

- 10-01 Standby Electrical System relief updated with the ATA Numbering System and “\*\*\*” added.
- 40-01 External Power System relief added.

**ATA 25**

- 00-01 Required Documents Holder relief added.
- 10-01 Flight Crew Seat (Per Seat) relief added.
- 01 [Flight Crew Seat (Per Seat)] Armrest relief added.
- 02 [Flight Crew Seat (Per Seat)] Lumbar Support relief added.
- 03 [Flight Crew Seat (Per Seat)] Recline/Tilt Function relief added.

## HIGHLIGHTS OF CHANGE

**ATA 25 (Continued)**

- 04 [Flight Crew Seat (Per Seat)] Restraint Buckle Protective Padding (Does Not Include Padding For Airbag Equipped Aircraft) relief added.
- 05 [Flight Crew Seat (Per Seat)] Vertical Adjustment relief added.
- 06 [Flight Crew Seat (Per Seat)] Seatbelt/Shoulder Harness relief added.
- 07 [Flight Crew Seat (Per Seat)] Airbag relief added.
- 10-02 Cockpit Sunvisor System And/Or Attach Mechanism relief added.
- 10-03 Yoke Mounted Chart Holder relief added.
- 10-04 Yoke Mounted Chart Holder Light relief added.
- 20-01 Passenger Seat relief updated.
- 01 (Passenger Seat) Armrest relief added.
- 01 (Passenger Seat) Armrest With Recline Mechanism relief added.
- 02 (Passenger Seat) Armrest Without Recline Mechanism relief added.
- 02 (Passenger Seat) Adjustable Headrest.

## HIGHLIGHTS OF CHANGE

**ATA 25 (Continued)**

- 03 (Passenger Seat) Seat Belt/Shoulder Harness relief added.
- 04 (Passenger Seat) Lumbar Support relief added.
- 05 (Passenger Seat) Airbag relief added.
- 20-02 ATA Numbering System assigned to Non-Essential Equipment & Furnishings (NEF) relief.
- 30-01 Cabin Storage Compartment relief added.
- 50-01 Cargo Restraint Systems relief updated.
- 60-01 Emergency Medical Equipment relief updated and expanded.
  - 01 [Automatic External Defibrillator (AED)] proviso added.
  - 02 [Emergency Medical Kit (FAK)] proviso added.
  - 03 [First Aid Kit (FAK)] proviso added.
- 60-02 Life Preserver (Crew And Passenger) relief updated from Flotation Equipment relief.
- 60-03 Survival Kit relief added.

## HIGHLIGHTS OF CHANGE

**ATA 25 (Continued)**

- 62-01 Emergency Locator Transmitter (ELT) relief updated to ATA Numbering System and relocated from ATA 23 in Version Oa.
- 01 [Emergency Locator Transmitter (ELT)] Survival Type ELTs relief updated to ATA Numbering System and relocated from ATA 23 in Version Oa.
- 02 [Emergency Locator Transmitter (ELT)] Fixed ELTs relief updated to ATA Numbering System.
- 03 [Emergency Locator Transmitter (ELT)] Remote ELT Switch relief added.

**ATA 26**

- 00-01 Smoke Hood relief added.
- 00-02 Smoke Goggles relief added.
- 22-01 Portable Fire Extinguisher relief updated to ATA Numbering System.

## HIGHLIGHTS OF CHANGE

**ATA 27**

- 00-01 Trim Tab Position Indicators (Rudder, Aileron, and Elevator) relief updated.
- 10-01 Aileron Trim relief added.
- 20-01 Rudder Trim relief added.
- 31-01 Electric Elevator Trim System relief restructured and updated.
  - 01 (Electric Elevator Trim System) Aircraft With Autopilot relief added.
  - 02 (Electric Elevator Trim System) Aircraft Without Autopilot relief added.
- 50-01 Flap Position Indicator relief relocated and updated.
- 70-01 Rudder Gust Lock relief added.

**ATA 28**

- 10-01 Fuel Cap Lock relief added.
- 40-01 Fuel Quantity Indicator relief updated.

## HIGHLIGHTS OF CHANGE

**ATA 30**

- 00-01 TKS Ice Protection System relief added.
- 10-01 Surface Deicing System Failure To Inflate (All Aircraft Surfaces)(Non TKS Aircraft Only) relief added.
- 30-01 Pitot Heater relief updated.
- 30-02 Stall Vane Heat relief added.
- 40-01 Windshield Ice Protection System relief added.
- 60-01 Propeller Ice Protection System relief updated.

**ATA 31**

- 20-01 Clock With Sweep Second Hand Or Electric Digital Clock relief updated.
- 20-02 Hour Meter relief updated.
- 20-03 Elapsed Timer relief updated.
- 30-01 Engine Trend Monitoring System relief added.

## HIGHLIGHTS OF CHANGE

**ATA 32**

-42-01 Parking Brake relief updated.

**ATA 33**

-10-01 Cockpit And Instrument Lighting System relief updated.

-10-02 Windshield Ice Detector Light relief added.

-10-03 Courtesy Light/External Utility (Excluding Wing Ice Detect Light) relief updated.

-20-01 Cabin Interior Lighting System relief updated.

-01 (Cabin Interior Lighting System) Passenger Configuration relief added.

-02 (Cabin Interior Lighting System) Cargo Only Configuration relief added.

-20-02 Lighted Passenger Information Sign (Excludes Cabin Exit Signs) relief added.

-30-01 Baggage Compartment Light relief updated.

-40-01 Beacon Light relief updated.

## HIGHLIGHTS OF CHANGE

**ATA 33 (Continued)**

- 40-02 External Lighting relief updated.
- 01 Anti-Collision Strobe Light relief added.
- 02 Position (Navigation) Light relief updated.
- 03 Tail/Recognition Light relief updated.
- 04 Wing Ice Light relief updated.
- 05 Logo Light (Tail Flood) relief updated.
- 06 Pulse Light System relief added.
- 07 Landing Light System relief added.

**ATA 34**

- 00-01 VHF Navigation Systems relief title updated.
- 01 VOR relief updated.
- 02 ILS relief updated.
  - 01 Localizer relief updated.
  - 02 Glideslope relief updated.

## HIGHLIGHTS OF CHANGE

**ATA 34 (Continued)**

- 14-01    Airspeed Indicator relief updated.
- 14-02    Standby Airspeed Indicator relief updated.
- 16-01    Altitude Alerting/Pre-Select System relief updated.
- 16-02    Altimeter relief updated.
- 16-03    Standby Attitude Indicator relief updated.
- 21-01    Pitch & Bank Indicator System relief updated.
- 22-01    Directional Gyroscopic Indicator relief updated.
- 24-01    Rate-Of-Turn Indicator relief added.
- 24-02    Slip-Skid Indicator relief added.
- 25-01    Flight Director relief updated.
- 34-01    Marker Beacon relief updated.
- 42-01    Weather Radar/Thunderstorm Detection Equipment relief updated.

## HIGHLIGHTS OF CHANGE

**ATA 34 (Continued)**

- 44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System With Class A TAWS Required relief updated.
- 01 (TAWS-A) Ground Proximity Warning System relief updated.
- 01 (TAWS-A)(GPWS) Modes 1-4 relief added.
- 02 (TAWS-A)(GPWS) Test Mode relief added.
- 03 (TAWS-A)(GPWS) Glideslope Deviation (Mode 5) relief added.
- 04 (TAWS-A)(GPWS) Advisory Callout proviso added.
- 05 (TAWS-A)(GPWS) Windshear Mode (Reactive) relief added.
- 02 (TAWS-A) Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions relief added.
- 03 (TAWS-A) Terrain Displays relief added.
- 04 (TAWS-A) Runway Awareness And Advisory System (RAAS) relief added.

## HIGHLIGHTS OF CHANGE

**ATA 34 (Continued)**

- 44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System With Class B TAWS Required relief added.
- 01 (TAWS-B) Ground Proximity Warning System relief added.
- 01 (TAWS-B)(GPWS) Modes 1 & 3 relief added.
- 02 (TAWS-B)(GPWS) Test Mode relief added.
- 03 (TAWS-B)(GPWS) Modes 2, 4 & 5 relief added.
- 04 (TAWS-B)(GPWS) Advisory Callouts relief added.
- 05 (TAWS-B)(GPWS) Windshear Mode (Reactive) relief added.
- 02 (TAWS-B) Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions relief added.
- 03 (TAWS-B) Terrain Displays relief added.
- 04 (TAWS-B) Runway Awareness And Advisory System (RAAS) relief added.

## HIGHLIGHTS OF CHANGE

**ATA 34 (Continued)**

- 44-03 Class C TAWS/GPWS Equipment relief added.
- 44-04 Radio Altimeter System relief updated.
- 45-01 Traffic Alert And Collision Avoidance System (TCAS I) relief updated.
- 45-02 Traffic Alert And Collision Avoidance System (TCAS II) relief added.
  - 01 (TCAS II) Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s) relief updated.
  - 02 Resolution Advisory (RA) Display System(s) relief updated.
  - 03 (TCAS II) Traffic Alert Display System(s) relief updated.
  - 04 (TCAS II) Audio Functions relief updated.
  - 05 (TCAS II) Airspace Selection Function relief updated.
- 45-03 TCAD/TAS/TIS relief added.
- 46-01 Lightening Detect System relief added.

## HIGHLIGHTS OF CHANGE

**ATA 34 (Continued)**

- 50-01 Automatic Dependent Surveillance-Broadcast (ADS-B) System relief updated.
- 01 (ADS-B) Link And Display Processor Unit (LDPU) relief updated.
- 02 (ADS-B) Cockpit Display And Traffic Information (CDTI) relief updated.
- 03 (ADS-B) CDTI Control Panel relief updated.
- 04 (ADS-B) Data Link Transmitter(s) relief updated.
- 05 (ADS-B) Data Link Receivers relief updated.
- 06 (ADS-B) ADS-B Applications relief updated.
- 51-01 Distance Measuring Equipment (DME) Systems relief updated.
- 52-01 ATC transponders And Automatic Altitude Reporting Systems relief updated.
- 01 (ATC Transponder) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR relief added.
- 02 (ATC Transponder) ADS-B Squitter Transmissions relief added.
- 55-01 Automatic Direction Finding (ADF) System relief updated.
- 57-01 Global Positioning System (GPS/GNSS/SBAS) relief added.
- 57-02 Long Range Navigation Systems (GPS, VOR-DME AREA NAVIGATION) relief updated.
- 01 Navigation Databases relief updated.

## HIGHLIGHTS OF CHANGE

**ATA 35**

- 10-01 Oxygen System relief updated.
- 01 Pilot Mask relief added.
- 02 Copilot Mask relief added.
- 03 Passenger Mask relief added.
- 30-01 Protective Breathing Equipment (PBE) relief updated.

**ATA 37**

- 00-01 Instrument Air Pump relief updated.
- 00-02 Source Failure Indicator relief added.

**ATA 38**

- ATA 38 Chapter added for Water/Waste relief.
- 30-01 Pilot Relief System relief added.
- 30-02 Lavatory System relief added.

## HIGHLIGHTS OF CHANGE

**ATA 46**

- 00-01 Electronic Flight Bag Systems (EFBs) relief updated.
- 01 (EFBs) Class 3 EFBs relief updated.
- 00-02 (EFBs) Data Connectivity (Class 2) relief updated.
- 00-03 (EFBs) Power Connection (Class 1 & 2) relief updated.
- 00-04 (EFBs) Mounting Device (Class 2) relief updated.

**ATA 52**

- 00-01 Cockpit Divider Curtain relief added.
- 10-01 Cabin Door seal (Non-Pressurized Aircraft Only) relief updated.
- 10-02 Cockpit Door Key Lock relief added.
- 10-03 Passenger Door Key Lock relief added.
- 30-01 Cargo Door Key Lock relief added.
- 40-01 Nose Cowl Door Key Lock relief added.
- 70-01 Door Warning Annunciator relief added.

## HIGHLIGHTS OF CHANGE

**ATA 73**

-00-01 Engine FADEC System relief updated.

**ATA 77**

-22-01 Exhaust Gas Temperature System (EGT) (Reciprocating Engine-Powered Airplanes Only) relief updated.

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. XXV
DEFINITIONS		

## DEFINITIONS

The required definitions listed in FAA Policy Letter PL-070 must be obtained from FAA Policy Letter PL-025 and inserted into the operator's MEL. Additional definitions may be included in an operator's MEL as desired.

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. XXVI
PREAMBLE		

PREAMBLE

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

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. XXVII
REGULATIONS REFERENCE		

### REGULATIONS REFERENCE

Reference to regulations to use in operators MEL, when required, are in the current issue of Policy Letter 25. (Refer to <http://fsims.faa.gov>. Select "Publications" then MMEL Policy Letters under MMEL & AEG Guidance Documents.)

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

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

**ATA 21**

- 00-01 (M) Maintenance procedure to ensure the Air Conditioner does not have an adverse affect on engine operation or pressurization.
- 31-01 (O) Operations procedure to ensure aircraft is operated UNPRESSURIZED.

**ATA 22**

- 10-01 (M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function. Applies to both provisos.
- (O) Operations procedure to ensure operating requirements do not require use of the Autopilot System.
- (O) Operations procedure to ensure aircraft is operated with a Second-In-Command and operations do not require use of the Autopilot System.
- 01-04 (M) Maintenance procedure to ensure Yaw Damper operation is independent and unrelated to Autopilot operation.
- (O) Operations procedure to ensure Autopilot is not used.

**ATA 23**

- 10-01 (O) Operations procedure to ensure remaining Long Range Communications System(s) operate(s) normally.

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 23 (Continued)**

- 10-01 (M) Maintenance procedure to ensure Tail section is inspected for damage and  
-01 any remaining portion of the Antenna is removed.
- 20-01 (O) Operations procedure to ensure Alternate procedures are established and  
used.
- 40-01 (O) Operations procedure to ensure alternate procedures are established and  
-01 used and/or operating restrictions are established for notifying passengers.
- 40-02 (O) Operations procedure to ensure alternate procedures and/or operating  
-01 restrictions are established and used.
- 50-05 (O) Operations procedure to ensure Microphone is secured by an alternate  
means.

**ATA 25**

- 00-01 (O) Operations procedure to ensure an alternate means of securing and  
displaying the Documents is used.
- 10-01 (O) Operations procedure to ensure inoperable (Flight Crew Seat) Vertical  
-05 Adjustment does not prohibit affected crewmember from conducting all flight  
operations in a normal manner.
- 20-01 (M) Maintenance procedure to ensure Armrest does not block an Emergency  
-01-01 Exit, Armrest does not restrict any passenger from access to the main  
aircraft aisle, and if the Armrest is missing the Seat is secured in the full  
upright position.
- 30-01 (O) Operations procedure to ensure all provisions of the proviso are complied  
with. Applies to both provisos.
- (M) Maintenance procedure to ensure Compartment is secured or affected Door  
is removed and appropriately placarded. Applies to both provisos.

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 25 (Continued)**

- 50-01 (O) Maintenance procedure to ensure acceptable cargo loading limits from an approved source is observed.
- 60-03 (O) Operations procedure to ensure partially stocked Survival Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
- 62-01 (M) Maintenance procedure to ensure System is DEACTIVATED. Applies to  
-02 both provisos.
- 62-01 (M) Maintenance procedure to ensure ELT Switch is DISCONNECTED and the  
-03 ELT is operative in the ARMED mode.

**ATA 27**

- 00-01 (O) Operations procedure to ensure all provisions of the proviso are complied with.
- 10-01 (O) Operations procedure to ensure all provisions of the proviso are complied with.
- 20-01 (O) Operations procedure to ensure all provisions of the proviso are complied with.
- 31-01 (M) Maintenance procedure to ensure Manual or Standby Trim System is  
-01 OPERATIVE and if the Autopilot and Electric Trim are integrated the Autopilot must be considered INOPERATIVE.

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 27 (Continued)**

- 31-01 (M) Maintenance procedure to ensure Manual or Standby Trim System is verified  
-02 OPERATIVE.
- 50-01 (O) Operations procedure to ensure Flaps are visually checked for correct travel  
and NO RESTRICTIONS and are checked for proper setting prior to each  
departure.
- 70-01 (M) Maintenance procedure to ensure Gust Lock is secured UNLOCKED.

**ATA 28**

- 40-01 (O) Operations procedure to ensure a reliable means is established to determine  
the fuel quantity on board meets the regulatory requirement for the flight and  
procedures are established to maintain proper fuel balance.

**ATA 31**

- 20-02 (O) Operations procedure to track flight time by an alternate method.

**ATA 32**

- 42-01 (O) Operations procedure to ensure no movement of the airplane when stopped  
or parked.

**ATA 33**

- 20-02 (O) Operations procedure to ensure alternate procedure are established and  
used to notify Cabin occupants and no scheduled operations are conducted.

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 34**

- |                  |     |  |
|------------------|-----|--|
| -16-01           | (O) | Operations procedure established to ensure alternate procedure is used to replace loss of the Altitude Alerting/Pre-Select System.                           |
| -25-01           | (O) | Operations procedure to ensure approach procedures do not require use of the Flight Director and the POH and AFM are reviewed for any Autopilot Limitations. |
| -44-01<br>-01    | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-01<br>-01-01 | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-01<br>-01-04 | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. Applies to both provisos.     |
| -44-01<br>-01-05 | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-01<br>-02    | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-02<br>-01    | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-02<br>-01-01 | (O) | Operations procedure to ensure alternate procedures are established and used.  |

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 34 (Continued)**

- |                  |     |  |
|------------------|-----|--|
| -44-02<br>-01-04 | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. Applies to both provisos.   |
| -44-02<br>-01-05 | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -44-03           | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| -45-01           | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.   |
| -45-02           | (M) | Maintenance procedure to ensure System is deactivated and SECURED.   |
| -45-02<br>-02    | (O) | Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.  |
| -45-02<br>-03    | (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 Display System.  |
| -57-02<br>-01    | (O) | Operations procedure to ensure RNAV departures, RNAV arrivals, and instrument approaches based on GPS guidance are not conducted, 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. |

## GUIDELINES FOR (O) &amp; (M) PROCEDURES

**ATA 46**

- 00-01 (O) Operations procedure to ensure alternate procedures are established and used.
- 01
- 00-02 (O) Operations procedure to ensure alternate procedures are established and used.
- 00-03 (O) Operations procedure to ensure alternate procedures are established and used.
- 00-04 (M) Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. Applies to both provisos.
- (O) Operations procedure to ensure alternate procedures are established and used.

**ATA 52**

- 70-01 (O) Operations procedure to ensure a crewmember confirms by visual inspection that all Doors are latched and SECURED in the CLOSED position and that the Doors are not reopened prior to departure.

**ATA 73**

- 00-01 (M) Maintenance procedure to ensure FADEC fault(s) repairs are made in accordance with times established by the engine manufacturer.

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 21-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

21	AIR CONDITIONING					
-00-01 ***	Air Conditioning System	C	1	0	(M) May be inoperative provided Air Conditioner is DEACTIVATED.	
-20-01	Fresh Air Vent	C	-	1		
-30-01 ***	Environmental Control System (ECS)	C	1	0	May be inoperative provided the flight is conducted UNPRESSURIZED.	
-31-01 ***	Pressurization Controller	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-01	Cabin Differential Pressure Gauge	C	1	0	May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-02	Cabin Altitude Indicator	C	1	0	May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-03	Cabin Vertical Speed Indicator	C	1	0	May be inoperative provided the flight is conducted UNPRESSURIZED.	
-34-01	Cabin Altitude Warning System	C	1	0	May be inoperative provided the flight is conducted at or below 10,000 feet MSL.	
-40-01	Heating System	C	-	0		
-50-01 ***	Vent Blower System	C	-	0		

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 22-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

22 AUTOPILOT				
-10-01 Autopilot System ***	C	-	0	(M)(O) May be inoperative provided: a) Autopilot is DEACTIVATED, and b) Operating requirements do not require its use.
	C	-	0	(O)(M) May be inoperative provided: a) Autopilot is DEACTIVATED, b) Aircraft is operated with a Second-in-Command, and c) Operations do not require its use.
-10-02 Autopilot Disconnect Functions ***				
-01 Quick Release (Emergency Controls)	C	-	-	May be inoperative provided: a) Pitch Trim is verified operative, and b) Autopilot is not used below 1500 feet AGL.
-02 Quick Release (Emergency Controls)	B	-	0	May be inoperative provided Autopilot is not used.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 22-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

22    AUTOPILOT				
-10-03    Go Around Button ***	C	-	0	May be inoperative provided Autopilot is disconnected for go-around.  NOTE: Missed approach guidance must be activated manually.
-10-04    Yaw Damper ***	C	1	0	(M) May be inoperative provided Yaw Damper is independent and unrelated to Autopilot operation.  (O) Autopilot is not used.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-00-01 *** Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.
-01 *** Yoke Mounted Press To Talk Switches	D	-	-	May be inoperative provided Hand Held Microphone is OPERATIVE.
-02 *** Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.
-10-01 *** High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
(Continued)				

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-10-01 High Frequency (HF) *** Communication System (Continued)				
	C	-	1	<p>(O) May be inoperative while conducting operations that require two LRCS provided:</p> <ul style="list-style-type: none"> <li>a) SATCOM Voice or Data Link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) Prior coordination with the appropriate ATS facility is required if INMARSAT codes are not available while using SATCOM Voice.</li> </ul> <p>NOTE: SATCOM is to be used only as a backup to normal HF communications, unless otherwise authorized by the appropriate ATS facilities.</p> <p style="text-align: center;">(Continued)</p>

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-3
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-10-01 High Frequency (HF) *** Communication System (Continued)				
-01 Wire Antenna	C	-	0	(M) May be inoperative provided: a) Aircraft Tail Section is inspected for damage, b) Any remaining portion of the Antenna is removed, and c) High Frequency (HF) Communication System is considered INOPERATIVE.
-20-01 Data Link ***	D	-	-	May be inoperative provided procedures do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-4
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-30-01 WIFI Internet System ***	D	-	-	 
-40-01 Intercom System ***				
-01 Cockpit Intercom System ***	D	-	0	
	C	-	0	(O) May be inoperative provided alternate normal, abnormal, and emergency procedures, and/or operating restrictions are established for notifying passengers.  NOTE: Any function(s) that operate normally may be used.
-02 Cabin Intercom System ***	D	-	0	 

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-5
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-40-02 Passenger Address (PA) System				
-01 Passenger Address (PA) System (Passenger Configuration)	C	1	0	(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used.
-02 Passenger Address (PA) System (Cargo Configuration)	D	1	0	May be inoperative provided procedures do not require its use.
-50-01 *** Boom Microphone System (Headset Microphone)	D	-	0	May be inoperative provided Hand Held Microphone is operative.
-50-02 *** Headset Audio System (Excluding Boom Microphone)	D	-	0	May be inoperative provided overhead Communications Speaker is operative.
-50-03 Hand Microphone	C	-	0	May be inoperative provided an operative Boom/Headset Microphone(s) is available.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 23-6
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

23 COMMUNICATIONS				
-50-04 Hand Microphone Jack	C	-	0	May be inoperative provided an operative Boom/Headset Microphone(s) is available.
-50-05 Hand Microphone Holder	C	-	0	(O) May be inoperative provided Microphone is secured by alternate means.
-50-06 Cockpit Overhead Communication Speaker	C	-	1	One may be inoperative provided: a) Affected Speaker is not required for procedures, and b) An operative Headset is available to the flight crew for associated inoperative Speaker.
	C	-	0	May be inoperative provided an operative Headset is available to the flight crew for associated inoperative Speaker.
-60-01 Static Wicks	C	-	-	May be missing or inoperative in accordance with the aircraft Kind of Operations Equipment List.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 24-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

24 ELECTRICAL				
-10-01 Standby Electrical System *** (Standby Alternator)	C	-	0	May be inoperative provided aircraft is not operated IFR.
-40-01 External Power System ***	D	1	0	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25	EQUIPMENT/FURNISHINGS				
-00-01	Required Documents Holder	D	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the Documents is used.
-10-01	Flight Crew Seat (Per Seat)				
-01 ***	Armrest	D	-	0	May be inoperative provided affected Armrest is stowed in RETRACTED position or REMOVED.
-02 ***	Lumbar Support	D	1	0	
-03 ***	Recline/Tilt Function	C	1	0	May to be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Seat has failed in a LATCHED position that permits normal pilot visibility,</li> <li>b) Full, unobstructed flight control movement is available, and</li> <li>c) Crewmember can reach all necessary controls and equipment.</li> </ul>
(Continued)					

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25	EQUIPMENT/FURNISHINGS				
-10-01	Flight Crew Seat (Per Seat) (Continued)				
-04 ***	Restraint Buckle Protective Padding (Does Not Include Padding For Airbag Equipped Aircraft)	D	-	0	May be missing or inoperative.
-05 ***	Vertical Adjustment	C	1	0	(O) May be inoperative provided: a) Affected Seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-06 ***	Seatbelt/Shoulder Harness	B	1	0	Right side may be inoperative provided Affected Seat is placarded "DO NOT OCCUPY".
-07 ***	Airbag	A	-	-	May be inoperative provided Airbag is repaired or replaced within 3 flight days.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-3
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25	EQUIPMENT/FURNISHINGS				
-10-02 ***	Cockpit Sunvisor System And/Or Attach Mechanism	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-03 ***	Yoke Mounted Chart Holder	D	-	0	
-10-04 ***	Yoke Mounted Chart Holder Light	D	-	0	
-20-01 ***	Passenger Seat	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aisle, and</li> <li>c) Affected Seat is placarded "DO NOT OCCUPY".</li> </ul> NOTE: Affected Seat may include the Seat behind operative Seat and must be in the taxi, takeoff and landing position.
(Continued)					

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-4
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25 EQUIPMENT/FURNISHINGS				
-20-01 Passenger Seat (Continued) ***				
-01 Armrest ***				
-01 Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If Armrest is missing, Seat is secured in the full upright position.
-02 Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
(Continued)				

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-5
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25	EQUIPMENT/FURNISHINGS				
-20-01 ***	Passenger Seat (Continued)				
-02 ***	Adjustable Headrest	C	-	-	May be inoperative and Seat occupied provided Headrest is failed in required position for taxi, takeoff and landing.
		D	-	-	May be missing or inoperative in other than in required position for taxi, takeoff, and landing provided: a) Affected Seat is considered inoperative, and b) Affected Seat is placarded "DO NOT OCCUPY".
-03 ***	Seat Belt/Shoulder Harness	D	-	-	May be inoperative provided affected Seat is placarded "DO NOT OCCUPY".
-04 ***	Lumbar Support	D	-	-	
-05 ***	Airbag	A	-	-	May be inoperative provided Airbag is repaired or replaced within 3 flight days.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-6
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25 EQUIPMENT/FURNISHINGS				
-20-02 Non-Essential Equipment & *** Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures if required, must be available to the flight crew and included in the operator's appropriate document.
-30-01 Cabin Storage Compartment ***	C	-	-	(O)(M) May be inoperative provided: a) Compartment does not contain any Aircraft System Protection Devices, b) Any Emergency Equipment located in affected Compartment is considered INOPERATIVE, c) Affected Compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure Compartment CLOSED, and e) Affected Compartment is prominently placarded DO NOT USE.  (Continued)

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-7
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25 EQUIPMENT/FURNISHINGS			
-30-01 Cabin Storage Compartment *** (Continued)	C	- 0	(M) (O) May be inoperative provided: a) Affected Door is REMOVED, b) Affected Compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected Compartment may not be used, and d) Affected Compartment is prominently placarded DO NOT USE.  NOTE: Any permanently affixed Emergency Equipment located in the affected Compartment is available for use.
-50-01 Cargo Restraint Systems	C	- -	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	- -	May be inoperative, or missing provided Cargo Compartment remains EMPTY.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-8
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25	EQUIPMENT/FURNISHINGS				
-60-01 ***	Emergency Medical Equipment				
-01	Automatic External Defibrillator (AED) And/Or Associated Equipment	D	-	0	
-02	Emergency Medical Kit (EMK) And/Or Associated Equipment	D	-	0	
-03	First Aid Kit (FAK) And/Or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-60-02 ***	Life Preserver (Crew And Passenger)	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
-60-03 ***	Survival Kit	D	-	0	(O) May be incomplete, missing or inoperative provided Survival Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-9
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25 EQUIPMENT/FURNISHINGS				
-62-01 Emergency Locator Transmitter (ELT)				
-01 Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02 Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is DEACTIVATED, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.
(Continued)				

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 25-10
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

25 EQUIPMENT/FURNISHINGS				
-62-01 Emergency Locator Transmitter (ELT) (Continued)				
-03 Remote ELT Switch ***	C	1	0	(M) May be inoperative provided: a) ELT Switch is DISCONNECTED, and b) ELT is operative in the ARMED mode.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 26-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

26 FIRE PROTECTION  -00-01 Smoke Hood ***	D	-	-	
-00-02 Smoke Goggles ***	D	-	-	
-22-01 Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 27-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

27 FLIGHT CONTROLS				
-00-01 Trim Tab Position Indicators *** (Rudder, Aileron, And Elevator)	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Tab is visually checked for full range of operation,</li> <li>b) Affected Tab operation is not restricted,</li> <li>c) Affected Tab is positioned to NEUTRAL (or recommended setting) prior to each departure and appropriate setting is VERIFIED by visual inspection, and</li> <li>d) Flight is not conducted into known or forecast icing conditions.</li> </ul>
-10-01 Aileron Trim ***	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) No emergency or abnormal procedure requires its use,</li> <li>b) Affected Tab(s) is/are positioned to NEUTRAL (or recommended setting) prior to each departure, and</li> <li>c) Appropriate setting is verified by visual inspection.</li> </ul>
-20-01 Rudder Trim ***	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) No emergency or abnormal procedure requires its use,</li> <li>b) Affected Tab(s) is/are positioned to NEUTRAL (or recommended setting) prior to each departure, and</li> <li>c) Appropriate setting is verified by visual inspection.</li> </ul>

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 27-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

27 FLIGHT CONTROLS				
-31-01 Electric Elevator Trim System ***				
-01 Aircraft With Autopilot	C	-	0	(M) May be inoperative provided: a) Manual or Standby Trim System is verified OPERATIVE, and b) If Autopilot and Electric Trim are integrated, the Autopilot must be considered INOPERATIVE.
-02 Aircraft Without Autopilot	C	-	0	(M) May be inoperative provided Manual or Standby Trim System is verified OPERATIVE.
-50-01 Flap Position Indicator ***	B	1	0	(O) May be inoperative provided: a) Flaps are visually checked for correct travel and NO RESTRICTIONS, and b) Flaps are visually checked for proper setting prior to each departure.
-70-01 Rudder Gust Lock ***	C	1	0	(M) May be inoperative provided Gust Lock is secured UNLOCKED.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 28-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

28 FUEL					
-10-01 Fuel Cap Lock ***	D	-	-	May be inoperative in the UNLOCKED position provided Fuel Cap is OPERATIVE.	   
-40-01 Fuel Quantity Indicator	C	-	0	(O) May be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for flight, and b) Procedures are established to ensure fuel balance.	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 30-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

30 ICE AND RAIN PROTECTION				
-00-01 TKS Ice Protection System ***	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-10-01 Surface Deicing System Failure To Inflate (All Aircraft Surfaces) (Non TKS Aircraft Only) ***	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-30-01 Pitot Heater ***	B	-	0	May be inoperative provided: a) Aircraft is not operated in IFR for 14 CFR 135 passenger carrying operations, b) Aircraft is not operated in known or forecast icing conditions, and c) Pitot Heater on any Emergency Bus is OPERATIVE.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 30-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

30 ICE AND RAIN PROTECTION				
-30-02 Stall Vane Heat ***	A	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight days.
-40-01 Windshield Ice Protection System ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-60-01 Propeller Ice Protection System ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 31-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

31	INDICATING/RECORDING SYSTEMS				
-20-01	Clock With Sweep Second Hand Or Electric Digital Clock	C	-	0	May be inoperative for VFR flight.
-20-02 ***	Hour Meter	C	-	0	(O) May be inoperative provided flight time is tracked by alternate means.
-20-03 ***	Elapsed Timer	D	-	0	
-30-01 ***	Engine Trend Monitoring System	D	1	0	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 32-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

32 LANDING GEAR					
-42-01 Parking Brake	C	1	0	(O)	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 33-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

33 LIGHTS				
-10-01 Cockpit And Instrument Lighting System  (Excluding Internally Lighted Buttons/Switches And Annunciations)	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on Emergency Bus, b) Sufficient to clearly illuminate all required instruments, controls, markings/placards and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew.
-10-02 Windshield Ice Detector Light ***	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-10-03 Courtesy Light/External Utility *** (Excluding Wing Ice Detect Light)	C	-	0	
-20-01 Cabin Interior Lighting System ***				
-01 Passenger Configuration	C	-	-	Individual Lights may be inoperative for night operation provided sufficient lighting is operative for the crew to perform required duties.
-02 Cargo Only Configuration	D	-	0	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 33-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

33 LIGHTS				
-20-02 Lighted Passenger Information Sign *** (Excludes Cabin Exit Signs)	C	-	0	(O) May be inoperative provided: a) Alternate procedures for notifying Cabin occupants are established and used, and b) Scheduled operations are not conducted.
	C	-	0	May be inoperative provided no Cabin occupants are carried.
-30-01 Baggage Compartment Light ***	D	-	0	
-40-01 Beacon Light	C	-	0	May be inoperative provided Strobe Light System is operative.
	D	1	0	May be inoperative provided aircraft is not operated at night.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 33-3
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

33 LIGHTS				
-40-02 Exterior Lighting				
-01 Anti-Collision Strobe Light	A	1	0	May be inoperative provided: a) Position (NAV) Light System is OPERATIVE, b) Beacon is OPERATIVE, and c) Repairs are made within three flight days.
	D	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Not required by 14 CFR.
-02 Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated at night.
-03 Taxi/Recognition Light ***	C	-	0	May be inoperative for night operations provided one Landing Light is operative.
-04 Wing Ice Light ***	C	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions at night.
-05 Logo Light (Tail Flood) ***	C	-	0	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 33-4
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

33 LIGHTS					
-40-02 Exterior Lighting (Continued)					
-06 Pulse Light System ***	C	-	0	May be inoperative provided Landing And Taxi Lights are OPERATIVE.	
-07 Landing Light	C	-	0	As required by 14 CFR	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION					
-00-01 VHF Navigation Systems					
-01 VOR	C	-	-	May be inoperative provided not required by 14 CFR.	
-02 ILS					
-01 Localizer	C	-	-	May be inoperative provided not required by 14 CFR.	
				NOTE: Associated Glideslope must be considered INOPERATIVE.	
-02 Glideslope	C	-	-	May be inoperative provided not required by 14 CFR.	
-14-01 Airspeed Indicator ***	C	-	1	Right side may be inoperative provided operations do not require a second in command.	
-14-02 Standby Airspeed Indicator ***	C	-	0	May be inoperative provided not required by 14 CFR.	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-16-01 Altitude Alerting/Pre-Select *** System	C	-	0	(O)
-16-02 Altimeter ***	C	-	0	Right side may be inoperative provided operations do not require a second in command.
-16-03 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.
-21-01 Pitch & Bank Indicator System	C	-	0	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Operations are conducted in day VMC only.
-22-01 Directional Gyroscopic Indicator	C	-	0	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Operations are conducted in day VMC only.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-3
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-24-01 Rate-Of-Turn Indicator	C	-	1	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Left side is operative for IFR.
	C	-	0	May be inoperative provided the aircraft is operated VMC only.
-24-02 Slip Skid Indicator	C	-	-	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Left side is operative for IFR.
-25-01 Flight Director ***	C	1	0	(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Pilot In Command reviews POH and AFM for any Autopilot Limitations.
-34-01 Marker Beacon	C	-	0	May be inoperative provided not required by 14 CFR.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-4
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34	NAVIGATION				
-42-01	Weather Radar/Thunderstorm Detection Equipment	C	-	0	May be inoperative provided not required by 14 CFR.
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System With Class A TAWS Required				
***					
-01	Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-01	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.
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
(Continued)					

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-5
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-44-01 *** Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required (Continued)				
-01 Ground Proximity Warning System (Continued)				
-03 Glideslope Deviation (Mode 5)	C	-	1	
	B	-	0	
-04 Advisory Callout	C	-	0	(O) May be inoperative provided: a) Advisory Callout not required by 14 CFR, and b) Alternate procedures are established and used.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.  (Continued)

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-6
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34	NAVIGATION				
-44-01 ***	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required (Continued)				
-01	Ground Proximity Warning System (Continued)				
-05 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Operator's alternate procedures shall include reviewing windshear avoidance and windshear recovery procedures.
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Terrain Displays	C	-	1	
		B	-	1	
(Continued)					

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-7
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-44-01 *** Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required (Continued)				
-04 *** Runway Awareness And Advisory System (RAAS)	C	1	0	
-44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class B TAWS Required				
-01 Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-01 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)				

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-8
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class B TAWS Required (Continued)				
-01 Ground Proximity Warning System (Continued)				
-02 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-03 Modes 2, 4 & 5 ***	C	3	0	
-04 Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
(Continued)				

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-9
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class B TAWS Required (Continued)				
-01 Ground Proximity Warning System (Continued)				
-05 Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02 Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	
-03 *** Terrain Displays	C	-	0	
-04 *** Runway Awareness & Advisory System (RAAS)	C	1	0	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-10
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34	NAVIGATION				
-44-03 ***	Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any mode that operates normally may be used.
-44-04 ***	Radio Altimeter System	C	1	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) GPWS is considered INOPERATIVE.
					NOTE: Landing Gear Warning System may function differently without Radio Altimeter input.
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I)	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.
		B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-11
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34	NAVIGATION				
-45-02 ***	Traffic Alert and Collision Avoidance System (TCAS II)	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.
		B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.
-01	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
(Continued)					

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-12
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34	NAVIGATION					
-45-02 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
-02	Resolution Advisory (RA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA Only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
		C	-	1	One may be inoperative on non-flying pilot side.	
-03	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
					(Continued)	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-13
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-45-02 Traffic Alert and Collision *** Avoidance System (TCAS II) (Continued)				
-05 Airspace Selection Function ***	C	-	0	
-45-03 TCAD/TAS/TIS	C	-	-	May be inoperative provided not required by 14 CFR.
-46-01 Lightning Detect System ***	C	-	0	May be inoperative provided not required by 14 CFR.
-50-01 Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.
				NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
				(Continued)

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-14
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-50-01 Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)				
-01 Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) of data from other aircraft systems may be used.
-02 Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
-03 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.
				(Continued)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-15
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-50-01 Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)				
-04 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.
-05 Data Link Receivers	D	-	0	
-06 ADS-B Applications	D	-	0	
-51-01 Distance Measuring *** Equipment (DME) Systems	D	-	-	May be inoperative provided not required by 14 CFR.
				(Continued)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-16
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-52-01 ATC Transponders And Automatic Altitude Reporting Systems	D	-	1	May be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative.
-01 Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	D	-	0	May be inoperative provided operations do not require its use.
-02 *** ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
-55-01 *** Automatic Direction Finding (ADF) System	D	-	-	May be inoperative provided not required by 14 CFR.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 34-17
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

34 NAVIGATION				
-57-01 Global Positioning System (GPS/GNSS/SBAS)	C	-	-	May be inoperative provided not required by 14 CFR.  NOTE: Enhanced function of TAWS may not be available.
-57-02 Long Range Navigation Systems (DME-DME, VOR-DME AREA NAVIGATION) ***	C	-	-	May be inoperative provided not required by 14 CFR.
-01 Navigation Databases	C	-	-	(O) May be out of currency provided: a) RNAV Departures, RNAV Routes, RNAV Arrivals, and instrument approaches based on GPS guidance are not conducted, b) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, c) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and d) Approach Navigation Radios are manually tuned and identified.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 35-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

35	OXYGEN				
-10-01 ***	Oxygen System	D	1	0	May be inoperative provided it is not required by 14 CFR.
-01	Pilot Mask	D	1	0	May be inoperative provided it is not required by 14 CFR.
-02	Copilot Mask	D	1	0	May be inoperative or missing provided: a) Operations not requiring a second in command, and b) Not required by 14 CFR.
-03	Passenger Mask	D	1	0	May be inoperative provided it is not required by 14 CFR.
-30-01 ***	Protective Breathing Equipment (PBE)	D	-	-	May be inoperative provided it is stowed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
NOTE: Some PBEs may be considered hazardous material if they are inoperative, and contain Oxygen Generators or compressed gas.					

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 37-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

37 VACUUM				
-00-01 Instrument Air Pump ***	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
-00-02 Source Failure Indicator ***	C	-	-	Any in excess of those required by 14 CFR may be inoperative.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 38-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

38 WATER/WASTE				
-30-01 Pilot Relief System ***	C	-	0	
-30-02 Lavatory System ***	C	-	0	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 46-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

46 INFORMATION SYSTEMS				
-00-01 Electronic Flight Bag *** Systems (EFBs)				
-01 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.
-00-02 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.
				(Continued)

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 46-2
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

46 INFORMATION SYSTEMS					
-00-01 Electronic Flight Bag *** Systems (EFBs) (Continued)					
-00-03 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.	
-00-04 Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 52-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

52 DOORS				
-00-01 Cockpit Divider Curtain ***	D	-	0	May be missing or inoperative provided Curtain remains secured OPEN.
-10-01 Cabin Door Seal *** (Non-Pressurized Aircraft Only)	C	-	0	May be inoperative provided Door operation is not affected.
-10-02 Cockpit Door Key Lock ***	D	-	0	May be inoperative in the UNLOCKED position.
-10-03 Passenger Door Key Lock ***	D	-	0	May be inoperative in the UNLOCKED position.
-30-01 Cargo Door Key Lock ***	C	-	0	May be inoperative in the unlocked position provided door is verified closed and LATCHED prior to flight.
-40-01 Nose Cowl Door Key Lock ***	C	-	0	May be inoperative in the unlocked position provided Door is verified closed and LATCHED prior to flight.
-70-01 Door Warning Annunciator ***	B	-	0	(O) May be inoperative provided a crew member confirms by visual inspection that all Doors are latched and SECURED in the CLOSED position and that the Doors are not reopened again prior to departure.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 73-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

73 ENGINE FUEL & CONTROL					
-00-01 Engine FADEC System	A	1	0	(M) May be dispatched with FADEC faults provided repairs are made in accordance with times established by airframe manufacturer.	

AIRCRAFT: SINGLE ENGINE AIRPLANES	REVISION NO. 1 DATE: 11/23/2011	PAGE NO. 77-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	

77 ENGINE INDICATING				
-22-01 Exhaust Gas Temperature *** System (EGT) (Reciprocating Engine-Powered Airplanes Only)	C	1	0	