



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 11/25/2019

Textron Aviation Model 335/340 CE-335, 340, 340A

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/23/1979	N/A
1	12/24/1982	All pages
2	01/14/1985	All pages
3	11/13/1985	Page 21-2
4	04/14/1989	All pages
5	06/22/1989	Highlights of Rev., Definitions, Preamble
6	06/26/1989	Highlights of Rev., Definitions, Preamble, 30-2
7	06/05/1990	Highlights of Rev., Definitions, Guidelines, 23-1, 24-1, 25-1, 27-1, 30-1, 33-1, 34-2, 37-1, 52-1
8	07/23/1992	Highlights of Rev., Guidelines, 21-1, 21-2, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 37-1, 52-1, 61-1, 77-1
8a	07/12/1996	Highlights of Rev., Guidelines, 21-1, 21-2, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 35-1, 37-1, 52-1, 61-1, 77-1
9	06/11/2014	All pages
10	11/25/2019	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 23-1, 25-1 thru 3, 33-1 thru 3, 34-1 thru 10

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 10**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
ATA 23 Communications	
23-1	Item 23-10-01: Revised per PL-106.
23-1	Item 23-12-01: Revised per PL-95.
23-1	Item 23-40-03: Revised per PL-9 language.
ATA 25 Equipment/Furnishings	
25-1	Item 25-10-05: Revised Item and removed triple asterisk. Item 25-20-06: Revised per PL-79.
25-2	Item 25-20-06-03: Revised per PL-79.
25-2	Item 25-60-03-01 and -02: Revised per PL-73.
25-3	Item 25-62-02A, B, C, and D: Revised per PL-120.
25-3	Item 25-62-04: Revised per PL-120.
ATA 33 Lights	
33-1	Item 33-10-01: Revised per PL-77.
33-2	Item 33-40-05: Revised Remarks or Exceptions.
ATA 34 Navigation	
34-1	Item 34-16-01: Revised per PL-39.
34-7 and 8	Item 34-52-02, 03, 04, and 05: Added relief for ADS-B per PL-105.
34-8	Item 34-52-06: Renumbered.
34-10	Item 34-61-01: Revised per PL-98.

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DEFINITIONS AND PREAMBLE

Definitions

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

Preamble

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate (STC) modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-30-01	(M) Procedure to remove an outflow valve.
21-30-02-00A	(O) Procedure to operate unpressurized with cabin occupants.
21-30-02-00B	(O) Procedure to operate unpressurized without cabin occupants.
21-32-01-00A	(O) Procedure to convert differential pressure and aircraft altitude to cabin altitude.
21-32-02-00A	(O) Procedure to convert cabin and aircraft altitude to differential pressure.
21-40-02	(M) Procedure to deactivate the combustion heater.
21-40-02-02	(O) Procedure to track heater hours.
21-50-02	(M) Procedure to deactivate the vapor-cycle air conditioning system.
22-10-03	(M) Procedure to deactivate the autopilot system.
22-10-05	(M) Procedure to deactivate the yaw damper.
23-10-01-00B	(O) Procedure to utilize SATCOM voice, when acceptable and available, as a long-range communication system (LRCS).
25-20-06-02A	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff, and landing.
25-62-01-02A	(M) Procedure to deactivate the ELT.
25-62-01-02B	(M) Procedure to deactivate the ELT.
25-62-04	(M) Procedure to disconnect the remote activation switch and verify the ELT is armed.
27-31-01	(M) Procedure to verify the manual elevator trim is working properly and is not affected by the electric trim being inoperative. (O) Procedure to visually verify the trim tab moves with the elevator trim control.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
28-10-03	(M) Procedure to deactivate the vent heater and train the fuel tank.
28-41-01	(O) Procedure to monitor fuel quantity.
28-41-02-01	(O) Procedure to track fuel use.
30-40-02	(M) Procedure to deactivate windshield electric anti-ice system.
30-40-03	(M) Procedure to deactivate windshield alcohol deice system.
30-60-01	(M) Procedure to deactivate prop anti-ice or deice.
31-20-04	(O) Procedure to track flight time.
32-40-01	(O) Procedure to make sure aircraft is chocked while parked or is attached to a tow vehicle.
33-20-02-00A	(O) Procedure to verify cabin emergency lighting is operative.
33-20-02-00B	(O) Procedure to verify cabin emergency lighting is operative.
33-20-04-00A	(O) Procedure to notify cabin occupants when to remain seated, when to use seat belts, and when smoking is not permitted.
34-44-01	(M) Procedure to deactivate radio altimeter.
34-45-01-00A	(M) Procedure to deactivate TCAS.
34-45-01-00B	(M) Procedure to deactivate TCAS.
34-45-01-01	(O) Procedure to make sure RA display and audio function are operative.
34-45-01-02B	(O) Procedure to make sure TA display and audio function are operative and TA mode is selected.
34-52-02	(O) Procedure for operations with inoperative ADS-B system.
34-52-03	(O) Procedure for operations with inoperative ADB-B Out extended squitter transmissions.
34-52-04	(O) Procedure for operations with inoperative ADB-B Out UAT transmissions.
34-52-05	(O) Procedure for operations with inoperative ADB-B In transmissions.
34-61-01	(O) Procedure to verify status and suitability of navigation facilities.
52-70-01	(O) Procedure to make sure all doors/windows are closed and latched prior to each flight.
57-20-01	(O) Procedure shall be developed based on STC holder's instructions.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Cabin Dump Function (Unpressurized) (CE-340)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (refer to Item 21-30-02).	
-30-02	Cabin Pressurization System (CE-340)					
-00A	(Unpressurized with Cabin Occupants)	C	1	0	(O) May be inoperative provided: a) CABIN DE-PRESSURIZE is selected ON, b) Aircraft is operated below 15,000 ft MSL, and c) Flightcrew oxygen system is used as required by 14 CFR. NOTE: CABIN ALT amber annunciator will illuminate. Altitude varies depending on configuration.	
-00B	(Unpressurized without Cabin Occupants)	C	1	0	(O) May be inoperative provided: a) CABIN DE-PRESSURIZE is selected ON, b) No cabin occupants are carried, c) Aircraft is operated at FL 250 or below, and d) Flightcrew oxygen system is used as required by operating rule. NOTE: CABIN ALT amber annunciator will illuminate. Altitude varies depending on configuration.	
-31-01	Altitude Selector (CE-340)	C	1	0	May be inoperative or knob missing provided cabin pressurization system is considered inoperative (refer to Item 21-30-02).	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Cabin Altitude Gauge/Indication (CE-340)					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.	
-00B	(Unpressurized)	C	1	0		May be inoperative provided cabin pressurization system is considered inoperative (refer to Item 21-30-02).
-32-02	Cabin Differential Pressure Gauge/Indication (CE-340)					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.	
-00B	(Unpressurized)	C	1	0		May be inoperative provided cabin pressurization system is considered inoperative (refer to Item 21-30-02).

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-32-03	Cabin Vertical Speed Gauge/Indication (CE-340)					
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to Item 21-30-02).	
-40-02	Combustion Heater	C	1	0	(M) May be inoperative provided heater is deactivated.	
-01	Heater Fan	C	1	0	May be inoperative provided: a) Heater or windshield defog is not required on ground, b) CABIN FAN is selected OFF, and c) CABIN HEATER is selected OFF on ground and prior to landing.	
-02 ***	Heater Hour Meter	C	1	0	(O) May be inoperative provided heater hours are tracked by alternate means.	
-50-02 ***	Vapor-Cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.	
-60-02	Wemac Blower	C	1	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Functions (Quick Release Controls)	C	-	0	One may be inoperative provided: a) Autopilot is not used below 1,500 ft AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	-	0	May be inoperative provided autopilot is not used.	
-10-03	Autopilot System	C	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) Autopilot system is deactivated, and b) Enroute procedures and approach minimums do not require use of autopilot system. NOTE: Refer to appropriate AFM Supplement for possible flap use limitations.	
-10-05	Yaw Damper (Integrated with Autopilot)	C	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative. NOTE: Refer to appropriate AFM Supplement for possible yaw damper and autopilot limitations.	
-10-05	Yaw Damper (Standalone System)	C	1	0	(M) May be inoperative provided yaw damper is deactivated.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	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 long-range communication systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-11-01 ***	Ultra High Frequency (UHF) Communication System	D	-	0	May be inoperative provided procedures do not require its use.	
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-40-03 ***	Passenger Address (PA) System	D	1	0	May be inoperative provided procedures do not require its use.	
-50-03	Cockpit Overhead Communication Speaker	C	1	0	May be inoperative provided: a) Speaker is not required for procedures, and b) A headset is used, including during emergency procedures.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Co-pilot Seat Belt/ Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.	
-20-05	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that 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 flightcrew and included in the operator's appropriate document.	
-20-06	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches) (Per Seat)	D	-	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
-02A	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing position.	

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TABLE KEY

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Cont'd)					
-02B	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	May be inoperative and seat occupied provided control is failed in taxi, takeoff, and landing position.	
-02C	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and Other Positioning Controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (refer to Item 25-20-06).	
-03	Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	1	0		
-05 ***	Lumbar Support	D	1	0		
-60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes Associated Equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-02 ***	Emergency Medical Kit (EMK) (Includes Associated Equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-03 ***	First Aid Kit (FAK) (Includes Associated Equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-61-01 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-02B		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
-02C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-02D		D	-	-	Any in excess of those required by 14 CFR may be missing.	
-04 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Aileron Trim Tab Position Indicator/Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified neutral prior to each departure.	
-21-01	Rudder Trim Tab Position Indicator/Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified neutral prior to each departure.	
-31-01 ***	Electric Elevator Trim	C	1	0	(M)(O) May be inoperative provided: a) Manual trim is verified to operate normally, and b) Autopilot system is considered inoperative (refer to Item 22-10-03).	
-31-02	Elevator Trim Tab Position Indicator/Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified in required setting prior to each departure.	
-51-01	Flap Position Indicator/Indication	C	1	0	May be inoperative provided: a) Flap switch includes position detents, b) Flaps are verified operative, and c) Flaps are visually verified full up prior to each departure.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-10-03 ***	Wing Locker Fuel Tank Vent Heater	C	-	0	(M) May be inoperative provided: a) Vent heater is deactivated, b) Associated wing locker fuel tank is drained, and c) Fuel is not carried in associated wing locker fuel tank.	
-22-01 ***	Fuel Boost Pump Warning Light	C	-	0		
-41-01 ***	Fuel Low Level Indicating System (Warning Light)	C	-	0	(O) May be inoperative provided procedures for monitoring fuel quantity are established and used.	
-41-02	Fuel Quantity Indicating System					
-01	Main Tank	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems, if installed, and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Planned flight time is restricted to a maximum of 3 hours, d) Both fuel tanks are fueled to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every 20 minutes to detect possible lateral fuel imbalance, monitor trim required, and g) Repairs are made within 3 flight-days.	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System (Cont'd)					
-05 ***	Wing Locker	C	-	0	Indication may be inoperative provided: a) Wing locker tank is empty, and b) Planned fuel for flight does not depend on use of wing locker tank. NOTE: Aircraft with one wing locker tank may experience a natural lateral fuel imbalance.	
-06 ***	Auxiliary Tank	C	2	0	One indication may be inoperative provided: a) Auxiliary tank is empty, and b) Planned fuel for flight does not depend on use of auxiliary tank.	
-41-03 ***	Fuel Totalizer	D	-	0		

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-02 ***	Surface Pneumatic Boot Deice System (Horizontal, Vertical, and Wing)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-30-03	Pitot Tube Heater	B	-	0	Left pitot tube heater must be operative for IFR passenger carrying and for flight in known, forecast, or AFM-defined icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.	
-30-04	Static Port Heater	C	-	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-02 ***	Windshield Electric Anti-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-03 ***	Windshield Alcohol Deice System	C	1	0	(M) May be inoperative provided: a) Windshield deice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-60-01 ***	Propeller Deice/Anti-Ice System	C	2	0	(M) May be inoperative provided: a) Propeller deice/anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-04	Flight-Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-50-01	Annunciator (Failed to Illuminate)					
-07	Cabin Door (DOOR WARN)	B	1	0	May be inoperative provided all door warning systems are considered inoperative. NOTE: See ATA 52, Doors.	
-22	Low Voltage (LOW VOLT)	B	1	0		
-50-02	Cabin Altitude Warning System (Aural and/or Visual Warning Failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (refer to Item 21-30-02).	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Parking Brake System	C	1	0	(O) May be inoperative provided alternate procedures for preventing aircraft movement while parked are established and used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Anticollision Light System					
-00A		C	1	0	May be inoperative provided system is not required by 14 CFR.	
-00B	(Aircraft with Ground Recognition Light)	A	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within 3 flight-days.	
-01 ***	Wingtip Light (Fuselage ACL Light-Equipped Aircraft)	C	2	0	May be inoperative provided fuselage anticollision light(s) is operative.	
-02 ***	Fuselage Light (Wingtip ACL Light-Equipped Aircraft)	C	-	0	May be inoperative provided both wingtip anticollision lights are operative.	
-40-02 ***	Ground Recognition Light (Oscillating Beacon)	C	-	0	NOTE: Position/navigation or anticollision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	
-40-03	Landing Light	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-40-05	Position/Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
-40-07 ***	Recognition Light	C	-	0		
-40-08 ***	Tail Flood Light	D	-	0		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-09 ***	Taxi Light	C	-	0		
-40-10	Wing Inspection Light	C	-	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Mechanical Vertical Speed Indicator	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot flying side.	
-14-01	Mechanical Airspeed Indicator	B	-	1	May be inoperative provided an operative pneumatic or independent standby airspeed indicator is visible from pilot flying side. NOTE: Independent standby airspeed indicator may be an electronic display provided display is powered independent of primary electrical system.	
-16-01	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations do not require its use.	
-01	Aural Alert	C	-	0		
-02	Visual Alert	C	-	0		
-16-02	Mechanical Barometric Altimeter (Including Sensitive Altimeter)	B	-	1	May be inoperative provided an operative pneumatic or independent standby altimeter is visible from pilot flying side. NOTE: Independent standby altimeter may be an electronic display provided display is powered independent of primary electrical system.	
-18-02	Stall Warning/Angle of Attack (AOA) Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Gyroscopic Attitude Indicator	B	-	1	<p>May be inoperative provided an operative gyroscopic or independent standby attitude indicator is visible from pilot flying side.</p> <p>NOTE: Independent standby attitude indicator may be an electronic display provided display is powered independent of primary electrical system.</p>	
-22-03	Gyroscopic Directional Indicator	C	-	-	<p>Any in excess of those required by 14 CFR may be inoperative provided nonstabilized magnetic compass is operative.</p> <p>NOTE: Any required indicator must be visible from pilot flying side.</p>	
-23-01	Nonstabilized Magnetic Compass					
-00A		B	1	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Any combination of two gyro or ARHS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in instrument meteorological conditions (IMC). 	
-00B		B	1	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight. 	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Nonstabilized Magnetic Compass (Cont'd)					
-00D		B	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted entirely within areas of magnetic unreliability, b) Any combination of two gyro or AHRS-stabilized compass systems are operative and used, and c) Aircraft is operated using approved free gyro navigation techniques. 	
-24-01	Mechanical Slip/Skid Indicator	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot flying side.	
-25-03 ***	Flight Director System	C	1	0		
-31-01	Localizer System	C	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Associated glideslope is considered inoperative (refer to Item 34-32-01), b) Procedures do not require its use, and c) System is not required by 14 CFR. 	
-32-01	Glideslope System	C	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Procedures do not require its use, and b) System is not required by 14 CFR. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-42-01 ***	Weather Radar System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-44-01 ***	Radio Altimeter System	C	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (refer to Item 34-44-03), and d) TCAS II, if installed, is considered inoperative (refer to Item 34-45-01).	
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS Not Required)	C	1	0	NOTE: Any mode that operates normally may be used.	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)					
-00A	(TCAS Not Required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.	
-00B	(TCAS Required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)					
-01 ***	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.	
-02A ***	Resolution Advisory (RA) Display System (TCAS II Only)	C	2	1	One may be inoperative on pilot not flying side.	
-02B ***	Resolution Advisory (RA) Display System (TCAS II Only)	C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flightcrew, and c) Enroute or approach procedures do not require its use.	
-03	Combined Traffic Alert (TA) and Resolution Advisory (RA) Display System (TCAS II Only)	C	2	1	One may be inoperative provided: a) Affected system is on pilot not flying side, b) TA and RA visual display is operative on pilot flying side, and c) TA and RA audio function is operative on pilot flying side.	
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-02 ***	Traffic Alert and Collision Avoidance Device (TCAD)	D	1	0		
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-50-01	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided procedures do not require its use.	
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-00A	(Individual Transponder Failed)	D	-	1	May be inoperative provided system is not required by 14 CFR.	
-00B	(All Transponders Failed)	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 planned route of flight, c) TCAS, if installed, is considered inoperative, and d) Aircraft is not operated RVSM.	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	
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Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System (Cont'd)					
-04	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
-05	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
-00A		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-06 ***	Altitude Encoder (External)	C	-	0	May be inoperative provided Mode C is not required by 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
-54-01	Very High Frequency Omni-Directional Range (VOR) System	D	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.	
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-60-02	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.	

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Sequence No.	Item	1	2	3	4	Change Bar
-61-01 ***	Navigation Database	A	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Passenger Oxygen System	C	1	0	May be inoperative provided system is not required by 14 CFR.	

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37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Vacuum Pump	C	2	1	One may be inoperative provided: a) Aircraft is operated under visual flight rules (VFR), and b) Aircraft is not operated at night.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Door Warning (DOOR WARN) (Remains Illuminated)	C	1	0	(O) May be inoperative provided: a) A crewmember confirms by visual inspection that the main cabin door, emergency exit window, crew door, and aft cargo door are latched and secure prior to each departure, and b) The fasten seat belt sign remains on or the passengers are verbally briefed prior to departure to remain seated with their seat belts fastened.	

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57. Wings

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Vortex Generators	C	-	-	(O) All vortex generators installed under any Supplemental Type Certificate (STC) must be attached prior to dispatch, except as provided for in the limitations section of the FAA-approved Airplane Flight Manual Supplement for the associated STC.	

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61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Propeller Synchronizer/ Synchrophaser System	C	1	0		
-23-01 ***	Propeller Unfeathering Accumulator System	C	2	0		

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-22-02 ***	Engine EGT Gauge/Indication	C	2	0		