



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

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# Master Minimum Equipment List (MMEL)

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Revision: Original  
Date: 11/25/2019

## **Textron Aviation Model 700 CE-700 Longitude**

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**LOG OF REVISIONS**

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**HIGHLIGHTS OF CHANGE**

The following are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/09/2019.

PAGE NO.	EXPLANATION OF CHANGE
All	Original issue.

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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**

Textron Aviation has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation 700 Master Minimum Equipment List (P/N 700CPM-00-00, or later revision). Operator's minimum equipment list (MEL) procedures should be based on the Cessna procedures.

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Overhead Air Outlet	C	-	0		
-20-02	Cockpit Air Outlet	C	8	0		
-21-01	Recirculation Fan	C	1	0		
-01	Recirculation Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured in the closed position, b) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and c) Aircraft is operated at or below FL 250.  NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.  NOTE 2: White TEMP FAULT CKPT or CBN CAS message may be displayed.	
-21-02	Glareshield Fan	C	2	0		
-30-01	Cabin Dump Function (Unpressurized)	C	1	0	(M) May be inoperative provided: a) Outflow valve is secured open, b) Cabin pressurization system is considered inoperative, and c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.  NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System					
-00A	(Unpressurized with Cabin Occupants)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) PRESS NORM/MANUAL is selected to MANUAL,</li> <li>b) CABIN DUMP is selected to DUMP,</li> <li>c) Aircraft is operated at 13,500 ft cabin altitude or below,</li> <li>d) Flightcrew oxygen system is used as required by 14 CFR, and</li> <li>e) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> <p>NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.</p> <p>NOTE 2: Amber PRESS MODE MANUAL CAS message may be displayed.</p> <p>NOTE 3: Amber CABIN ALTITUDE CAS message may appear at 8,500 ft cabin altitude.</p> <p>NOTE 4: Red CABIN ALTITUDE CAS message may appear and CABIN ALTITUDE aural warning may sound at 9,800 ft cabin altitude.</p> <p>(Continued)</p>	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-00B	(Unpressurized without Cabin Occupants)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) PRESS NORM/MANUAL is selected to MANUAL,</li> <li>b) CABIN DUMP is selected to DUMP,</li> <li>c) No cabin occupants are carried,</li> <li>d) Aircraft is operated at FL 250 or below,</li> <li>e) Flightcrew oxygen system is used as required by 14 CFR, and</li> <li>f) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> <p>NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.</p> <p>NOTE 2: Amber PRESS MODE MANUAL CAS message may be displayed.</p> <p>NOTE 3: Amber CABIN ALTITUDE CAS message may appear at 8,500 ft cabin altitude.</p> <p>NOTE 4: Red CABIN ALTITUDE CAS message may appear and CABIN ALTITUDE aural warning may sound at 9,800 ft cabin altitude.</p>	

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Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Cabin Pressurization Control Panel					
-01	Manual Altitude Lever (CABIN ALT)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-31-02	Cabin Pressurization Normal Mode	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) PRESS NORM/MANUAL button is selected to MANUAL,</li> <li>b) Aircraft is operated at FL 410 or below, and</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.  NOTE 2: Amber PRESS MODE MANUAL CAS message may be displayed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Cabin Altitude Indication					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin pressurization system NORM mode is operative and used,</li> <li>b) Cabin differential pressure indication is operative,</li> <li>c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude, and</li> <li>d) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> <p>NOTE: Amber AUTO TEST FAIL CAS message may be displayed.</p>	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Cabin Differential Pressure Indication					
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin pressurization system NORM mode is operative and used,</li> <li>b) Cabin altitude indication is operative,</li> <li>c) A chart is provided to convert cabin and aircraft altitude to differential pressure, and</li> <li>d) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> <p>NOTE: Amber AUTO TEST FAIL CAS message may be displayed.</p>	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-03	Cabin Vertical Speed Indication					
-00A	(Pressurized)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin pressurization system NORM mode is operative and used,</li> <li>b) Cabin altitude indication is operative, and</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-33-01	Cabin Outflow Valve	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Outflow valve is secured open,</li> <li>b) Cabin pressurization system is considered inoperative, and</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.</li> </ol> NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-33-02	ECS Flow Control Valve					
-00A	(Pressurized)	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) Affected PRESS SOURCE button is selected to OFF, and c) Aircraft is operated at FL 250 or below.  NOTE: White/amber PRESS SOURCE OFF L/R CAS message may be displayed.	
-00B	(Unpressurized)	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) Both PRESS SOURCE buttons are selected OFF, and c) Cockpit and cabin temperature control systems are considered inoperative.  NOTE: White/amber PRESS SOURCE OFF L/R CAS message may be displayed.	
-01	HIGH FLOW Function	C	1	0	May be inoperative provided FLOW is selected NORM.	
-50-01	Air Cycle Machine	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Temperature Control System (Cockpit and Cabin)					
-00A	(One Zone Failed)	C	2	1	One may be inoperative provided flightcrew determines affected zone temperature is satisfactory.  NOTE: White TEMP FAULT CKPT or CBN CAS message may be displayed.	
-00B	(All Zones Failed)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-01	NORM Mode	C	2	0	May be inoperative provided: a) Associated temperature control system manual mode is used, and b) FLOW is selected NORM.  NOTE: White TEMP FAULT CKPT or CBN CAS message may be displayed.	
-61-01	Cabin Temperature Remote Control	D	1	0	May be inoperative provided CABIN CONTROL is not selected on GTC temperature page.	
-62-01	Temperature Indication System					
-01A	Cabin (With Cabin Occupants)	C	1	0	(O) May be inoperative provided alternate means are established and used to determine cabin temperature.	
-01B	Cabin (Without Cabin Occupants)	C	1	0		
-02	Cockpit	C	1	0		
-03	Supply	C	2	0	May be inoperative provided associated air temperature control system NORM mode is considered inoperative.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Master Disconnect Button (Failed Deselected)					
-00A	Left Control Wheel	C	1	0	(O) May be inoperative provided: a) Right control wheel button is operative, b) Autopilot is not used below 1,500 ft AGL, c) Approach minimums do not require the use of the autopilot, d) Alternate procedures for disconnecting nose wheel steering during ground operations are established and used, and e) A pilot remains seated in right seat with seat belt fastened during all flight operations.	
-00B	Right Control Wheel	C	1	0	May be inoperative provided: a) Left control wheel button is operative, b) Autopilot is not used below 1,500 ft AGL, c) Approach minimums do not require the use of the autopilot, and d) A pilot remains seated in left seat with seat belt fastened during all flight operations.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot System	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Autopilot system is not used,</li> <li>b) Enroute procedures and approach minimums do not require its use, and</li> <li>c) Aircraft is operated at FL 250 or below and 235 KIAS maximum.</li> </ol> NOTE: White AP FAIL CAS message may be displayed.	
-10-04	Takeoff/Go-Around Button (TOGA)					
-00A	(Single Button Failed)	C	2	1	One may be inoperative.	
-00B	(Both Buttons Failed)	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight director is not used during takeoff or go-around, and</li> <li>b) Autopilot and autothrottle systems are disconnected for go-around.</li> </ol> NOTE: FMS missed approach procedure must be manually advanced.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Automatic Flight Control System Annunciator (Failed to Illuminate)					
-01	Altitude (ALT Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APPR Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Autopilot (AP Button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-04	Back Course (B/C Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Coupled Side (CPL Button - left or Right Arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-06	Flight Level Change (FLC Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-07	Half Bank (BANK Button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
-08	Heading (HDG Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-09	Navigation (NAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-10	Vertical Navigation (VNAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-11	Vertical Speed (VS Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	

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4. REMARKS OR EXCEPTIONS

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Automatic Flight Control System Function Control					
-01	Altitude (ALT Button)	B	1	0	May be inoperative provided procedures do not require its use.	
-02	Approach (APPR Button)	B	1	0	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP Button)	B	1	0	May be inoperative provided autopilot system is considered inoperative.	
-04	Back Course (B/C Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change-Over (PUSH IAS-MACH)	D	1	0		
-06	Coupled Side (CPL Button)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-07	Course (L CRS or R CRS Knob)	B	2	1	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (L CRS or R CRS PUSH DIR)	C	2	0		
-09	Flight Director (FD Button)	B	2	1	One may be inoperative provided button is operative on pilot flying side.	
-10	Flight Level Change (FLC Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-11	Half Bank (BANK Button)	C	1	0		
-12	Heading Sync (HDG PUSH SYNC)	C	1	0		
-13	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Automatic Flight Control System Function Control (Cont'd)					
-14	Vertical Navigation (VNAV Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-15	Vertical Speed (VS Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-16	Speed (SPD Knob)	C	1	0	May be inoperative provided: a) Desired speed profile is adjusted in FMS, and b) FMS speed mode is operative.	
-17	Speed Mode (FMS-MAN Selector)	C	1	0	May be inoperative or missing.	
-20-01	Mach Trim System	C	1	0	May be inoperative provided aircraft is operated at or below FL 410 and M 0.78 maximum.	
-30-01	Autothrottle System	C	1	0	(M) May be inoperative provided autothrottle system is deactivated.  NOTE: White AT FAIL CAS message may be displayed when engines are running.	
-01A	Autothrottle Disengage Button (AT DISC)	B	2	1	One may be inoperative.	
-01B	Autothrottle Disengage Button (AT DISC)	B	2	0	May be inoperative provided: a) Both autothrottle engage buttons are operative, and b) Autothrottles are disengaged using autothrottle engage button.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System (Cont'd)					
-01C	Autothrottle Disengage Button (AT DISC)	C	2	0	May be inoperative provided Autothrottle system is considered inoperative.	
-02A	Autothrottle Engage Button (AT)	C	2	1	One may be inoperative.	
-02B	Autothrottle Engage Button (AT)	C	2	0	May be inoperative provided Autothrottle system is considered inoperative.	

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4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS Not Required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS Required)	C	-	1	(O) May be inoperative while conducting operations which require two long-range communication systems (LRCS) provided: <ol style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as an LRCS over intended route of flight,</li> <li>c) ICAO flight plan is updated, as required, to notify ATC of communications equipment status of aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ol>	
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the emergency bus and not required for emergency procedures.	
					NOTE: VHF 1 must be operative.	
-01	VHF Datalink (VDL)	D	-	0		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Satellite Datalink Service					
-01	Radio	D	-	0		
-02	Weather	D	-	0	NOTE: Any function(s) that operates normally may be used.	
-03	Internet	D	-	0		
-20-02	Ground Avionics/Diagnostics Wi-Fi System	D	1	0		
-20-03 ***	Selective Call (SELCAL) (System or Individual Channel)					
-00A		D	-	0	May be inoperative provided procedures do not require its use.	
-00B		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-20-04	SMS Text Message System	D	1	0		
-40-01 ***	Automatic Cabin Briefer	D	1	0		
-40-02	Passenger Address (PA) System	D	1	0	May be inoperative provided procedures do not require its use.	
-40-03	Passenger Seat Belt/ Safety Chime	C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative.	
-50-02	Cockpit Hand Microphone					
-00A		D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B		C	2	0	May be inoperative provided associated boom microphone operates normally.	
-01	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative.	
-02	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.	
-50-03	Cockpit Headset/Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01A	Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
-01B	Boom Microphone (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable operating rule.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided one cockpit speaker operates normally.	
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Cockpit Headset Audio System	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) Both cockpit overhead communication speakers are operative.	
-01	Line in Jack	D	2	0	May be inoperative.	
-02	Powered Headset	D	2	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-03	MIC-PHONE	D	2	0	May be inoperative provided powered headset jack is operative or headset is not used.	
-50-05	Push-to-Talk (PTT) Switch					
-01	Yoke Switch	C	2	0	(O) May be inoperative provided at least one handheld mic or remote side console switch is operative.	
-02	Remote Side Console Switch	C	2	0	May be inoperative.	
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.	
-01	Wing	C	8	2	Three per wing may be damaged or missing provided outermost wick is installed and not damaged.	
-02	Horizontal Stabilizer and Rudder	C	7	6	One may be damaged or missing.	

AIRCRAFT:  
 Textron Aviation Model 700

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>b) Repairs are made within 3 flight-days.</li> </ol> NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed. NOTE 2: White CVR FAIL CAS message may be displayed.	
-00B	(Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>b) Repairs are made in accordance with applicable operating rule.</li> </ol> NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed. NOTE 2: White CVR FAIL CAS message may be displayed.	
-01	Recorder Independent Power Supply (RIPS)	C	1	0	NOTE: White CVR FAIL CAS message may be displayed.	
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR) (Cont'd)					
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR.	
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	APU DC Generating System	C	1	0	May be inoperative provided APU GEN is selected OFF.  NOTE 1: Amber GEN OFF APU CAS message may be displayed.  NOTE 2: RED GENS OFF CAS message may be displayed prior to engine start.	
-37-01	APU % Load Indication	C	1	0	May be inoperative provided APU GEN is selected OFF.  NOTE 1: Amber GEN OFF APU CAS message may be displayed.  NOTE 2: RED GENS OFF CAS message may be displayed prior to engine start.	
-37-02	APU DC Voltage Indication	C	1	0	May be inoperative provided APU GEN is selected OFF.  NOTE 1: Amber GEN OFF APU CAS message may be displayed.  NOTE 2: RED GENS OFF CAS message may be displayed prior to engine start.	
-40-01	External Power System	D	1	0		
-50-01	AC Outlets					
-01	Cockpit	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin	D	-	0		

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 Textron Aviation Model 700

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	DC Outlet (Including USB)					
-01	Cockpit	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin	D	-	0		
-60-02	Electrical Power (Interior)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin systems.  NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to: cabin interior lighting, cabin shades and temp, galley appliances, waste and potable water system, vanity drains, forward equipment fan, aft equipment fan, cabin AC inverter, and cabin entertainment system.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-10-01	Cockpit Assist Handle	D	1	0		
-10-02	Cockpit Divider					
-01 ***	Door	D	-	0	(M) May be missing or inoperative provided door is secured open.	
-02 ***	Curtain	D	-	0	(M) May be missing or inoperative provided curtain is secured open.	
-03	Track	D	-	0	(M) May be inoperative provided curtain/door is secured open.	
-10-03	Cockpit Sunvisor System (Including Attach Mechanism)	D	-	0	May be missing or inoperative provided crewmember's field of vision is not obstructed.	
-10-04	Flightcrew Seat					
-01A	Armrest	D	4	0	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	D	4	0	(M) May be missing or inoperative provided affected armrest is removed.	
-02	Lumbar Support	D	2	0		
-03	Recline/Tilt Function	C	2	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flightcrew Seat (Cont'd)					
-04 ***	Restraint Buckle Protective Padding	D	2	0	May be damaged or missing.	
-05	Thigh Support	D	2	0	May be inoperative provided full flight control movement is available.	
-06	Vertical Adjustment	C	2	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-10-05	Eye Reference Ball	C	3	0	(O) May be missing or inoperative provided alternate procedures are established and used for eye position reference.	
-10-06 ***	Yoke-Mounted Chart Holder	D	-	0		
-20-01 ***	Cabin Divider					
-01	Door	D	-	0	(M) May be missing or inoperative provided door is secured open.  NOTE: Amber CABIN DIVIDER CLOSED CAS message may be displayed. Message may turn white after takeoff.	
-02	Curtain	D	-	0	(M) May be missing or inoperative provided curtain is secured open.	
-03	Track	D	-	0	(M) May be inoperative provided curtain/door is secured open.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Cabin Window Shades	D	-	0	May be inoperative provided one affected window shades forward, aft, or within the escape hatch is failed open or in a position that does not interfere with emergency procedures.	
-20-03	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document.  NOTE: Exterior lavatory door ashtray is not considered an NEF item.	
-20-04	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING, OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".  NOTE: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches) (Cont'd)					
-01	Armrest	D	-	0	May be missing or inoperative with seat occupied provided: <ol style="list-style-type: none"> <li>a) Armrest does not block an emergency exit, and</li> <li>b) Armrest does not restrict any cabin occupant from access to aisle.</li> </ol>	
-02A	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and other Positioning Controls)	D	-	0	(M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff, and landing position.	
-02B	Seat Controls (Includes Recline, Headrest, Footrest, Floor Tracking, Pedestal Tracking, Swivel, and other Positioning Controls)	D	-	0	May be inoperative with 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: <ol style="list-style-type: none"> <li>a) Seat does not block an emergency exit,</li> <li>b) Seat does not restrict any cabin occupant access to aisle, and</li> <li>c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ol>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Passenger Seat (Including Side-Facing Seats, Folding Seats, and Couches) (Cont'd)					
-03	Seat Belt/Shoulder Harness (Forward and Aft-Facing Seats)	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING, OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".	
-03A	Seat Belt/Shoulder Harness (Side-Facing Seats)	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING, OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	-	0		
-05 ***	Lumbar Support	D	-	0		
-06 ***	Air Bag Restraint System	D	1	0	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-30-01	Refreshment Center Hot Liquid Storage System Heater	D	-	0	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave/Oven	D	-	0	(M) May be inoperative provided system is deactivated.	
-40-01	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with the current edition of AD 74-08-09.	
-40-02	Aft Vanity Hot Liquid Storage System Heater	C	1	0	(M) May be inoperative provided system is deactivated.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Baggage Restraint System	D	-	0	Individual components may be missing or inoperative provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	
-50-02	Cabin Storage Compartment					
-00A		C	-	0	(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 items 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)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Cont'd)					
-00B		C	-	0	(M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any items, including 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".	
-01	Shelving	C	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02	Key Lock	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means	
-60-01	Crash Axe/Survival Tool	D	-	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-60-02	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes Associated Equipment)	D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-02 ***	Emergency Medical Kit (EMK) (Includes Associated Equipment)	D	-	0	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.	
-61-01	Life Vest (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected vest 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 calendar-days.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Emergency Locator Transmitter (ELT) (Cont'd)					
-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 or removed	
-02D		D	-	-	Any in excess of those required by 14 CFR may be missing.	
-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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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Baggage Compartment Smoke Detection System	C	1	0	May be inoperative provided baggage compartment remains empty (excluding ballast and/or fly away kits).  NOTE: Operator's MEL should define which items are approved for inclusion in fly away kits and which materials can be used as ballast.	
-12-01	APU Fire Detection System	C	1	0	May be inoperative provided APU is not used.  NOTE: Amber APU FIRE DETECT FAIL CAS message may be displayed.	
-20-01	APU Fire Extinguishing System	C	1	0	May be inoperative provided APU is considered inoperative.  NOTE: White FIRE BOTTLE LOW APU CAS message may be displayed.	
-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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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Rudder Pedal Adjustment System (Pilot/Co-pilot)	B	2	1	(M)(O) One may be inoperative provided: a) Affected system is deactivated, and b) Crewmember seated at affected station verifies full control movement and brake application is available while restrained prior to each flight.	
-40-01	Control Wheel Stab Trim Switch	B	2	1	One switch may be inoperative provided switch pair is operative at pilot flying station.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Ground Spoiler Function	A	1	0	May be inoperative provided: a) Aircraft is operated in accordance with the following: <b>TAKEOFF LIMITATIONS:</b> <ul style="list-style-type: none"> <li>• No takeoffs on contaminated runways (wet runway OK).</li> <li>• No tailwind.</li> <li>• Maximum crosswind limit is 10 knots.</li> <li>• No takeoff above 6,000 ft field elevation.</li> <li>• Multiply takeoff field length determined from Section IV (after any runway gradient adjustment is applied) by 1.35.</li> </ul> <b>LANDING LIMITATIONS:</b> <ul style="list-style-type: none"> <li>• Multiply the dry runway landing distance determined from Section IV (after any runway gradient adjustment is applied) by 1.34.</li> <li>• Multiply the wet runway landing distance determined from Section IV (after any runway gradient adjustment is applied) by 1.51.</li> <li>• No landing on contaminated runways (wet runway OK).</li> <li>• Reduce the maximum landing weight determined from the AFM Section IV Figure 4-520 (the anti-ice OFF table) by 800 lb.</li> <li>• No tailwind.</li> <li>• Maximum crosswind limit is 10 knots.</li> </ul>	(Continued)

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Ground Spoiler Function (Cont'd)	A	1	0	b) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and c) Repairs are made within 3 flight-days.  NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	
-70-01	Control Lock System (Failed Unlocked)	C	1	0	May be inoperative provided pilot ensures full flight control and throttle movement.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Overwing Refueling Cap Lock					
-00A	(Failed Unlocked)	D	-	0		
-00B	(Failed Locked)	C	-	0	NOTE: If single-point refueling door lock is also failed in locked position or SPR system is inoperative, refueling will not be possible.	
-10-02	Single-Point Refueling (SPR) System	C	1	0	NOTE: Any component of the single-point refueling that is operative may be used.	
-10-03	Gravity Xflow System	B	2	0	May be inoperative.  NOTE 1: White/amber FUEL GRV XFLOW FAIL CAS message may be displayed.  NOTE 2: Single-point refueling will not be available if both valves have failed closed.	
-20-01	Fuel Recirculation System	A	1	0	May be inoperative provided: a) System is selected off, and b) Repairs are made within 10 flight-hours.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures for monitoring fuel quantity are established and used,</li> <li>b) Both fuel quantity indicating systems are operative,</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol> <p>NOTE: Amber AUTO TEST FAIL CAS message may be displayed.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System	A	2	1	(O) One indication may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both fuel low level indicating systems and both fuel flow indicating systems are operative,</li> <li>b) Fuel required for route to be flown is increased by 10%,</li> <li>c) Flight is restricted to a maximum of 3 hours, remaining within 1 hour of a suitable airport at all points along route,</li> <li>d) Both fuel tanks are fueled overwing to a known, balanced quantity,</li> <li>e) APU use is limited to 30 cumulative minutes per fueling if RH indicator is inoperative,</li> <li>f) Fuel use is tracked,</li> <li>g) If autopilot is used, it is disconnected every 20 minutes to detect possible lateral fuel imbalance, monitor trim required, and amber RETRIM L-R WING DOWN message,</li> <li>h) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>i) Repairs are made within three flight cycles.</li> </ol> <p>NOTE 1: Amber FUEL QTY FAIL L/R CAS message may be displayed.</p> <p>NOTE 2: Amber AUTO TEST FAIL CAS message may be displayed.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-43-01	Fuel Temperature Indication (Tank)	C	4	3	One may be inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Horizontal Stabilizer Deice System	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) System is deactivated,</li> <li>b) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol> NOTE 1: AFM procedure for STAB DEICE FAIL is not required.  NOTE 2: Amber AUTO TEST FAIL CAS message may be displayed.  NOTE 3: Amber STAB DEICE FAIL CAS message may be displayed.	
-10-02	Wing Ice Protection System	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both wing ice protection valves are secured for no flow,</li> <li>b) WING ICE PROTECTION is deactivated,</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol> NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine Ice Protection System	A	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected valve is secured for no flow,</li> <li>b) Affected ENGINE ICE PROTECTION button is selected OFF,</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
-30-01	Pitot Tube Heater (Excluding Standby)	B	2	1	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is not operated in instrument meteorological conditions (IMC),</li> <li>b) Pitot heater is not required by 14 CFR,</li> <li>c) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL,</li> <li>d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</li> <li>e) Aircraft is not operated RVSM.</li> </ol> <p>NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.</p> <p>NOTE 2: Amber P/S COLD L-R CAS message may be displayed.</p>	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Static Port Heater (Excluding Standby)	B	4	3	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is not operated in instrument meteorological conditions (IMC),</li> <li>b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</li> <li>c) Aircraft is not operated RVSM.</li> </ol> NOTE: Amber P/S COLD L-R CAS message may be displayed.	
-30-03	Temperature Probe Heater (RAT - Two Per Engine)	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Amber ENG CTRL FAULT message is not displayed,</li> <li>b) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol> NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.  NOTE 2: Amber RAT COLD L/R CAS message may be displayed.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Windshield Electric Anti-Ice System	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected windshield anti-ice system is deactivated,</li> <li>b) A means to clear windshield of moisture is readily available, and</li> <li>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ul> NOTE: Amber WSHLD HEAT CTRL L/R CAS message may be displayed.	
-40-02	Windshield Hydrophobic Rain Repellant	C	1	0	May be missing provided aircraft is not operated in precipitation within 5 nautical miles of airport used for takeoff, intended landing, or any alternates required by 14 CFR.	
-70-01	Drain Heater (Refreshment Center and Aft Vanity Basin)	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected heaters are deactivated,</li> <li>b) Refreshment center and aft vanity basin overboard drains are considered inoperative, and</li> <li>c) External lavatory service system heater gasket is considered inoperative.</li> </ul>	

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**TABLE KEY**

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-80-01	Ice Detection System	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL, and</li> <li>b) Aircraft is operated in accordance with AFM ICE DETECT FAIL L and/or R procedure.</li> </ol> <p>NOTE 1: Amber AUTO TEST FAIL CAS message may be displayed.</p> <p>NOTE 2: White/Amber ICE DETECT FAIL CAS message may be displayed.</p>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	APU					
-01	Emergency Shutoff Warning System	C	1	0	May be inoperative provided APU operation is attended and monitored.	
-10-02	Panel Button Lights (Failed to Illuminate)					
-01	Anticollision Lights (ANTI COLL - ON)	C	1	0	(O) May be inoperative provided anticollision lights (strobes) are visually verified operative prior to each flight.	
-02	BLEED ISOLATE (NORM/XFLOW)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-03	APU BLEED (NORM/OFF)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-04	APU FIRE (APU FIRE)	C	1	0	May be inoperative provided APU is not used.	
-05	Electrical Power (L MAIN/R MAIN - ON/OFF)	C	4	0	May be inoperative provided button functions normally.	
-06	Display Reversion (NORM/REV)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-07	ENGINE ICE PROTECTION L/R (ON/OFF)	C	4	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-08	STAB ICE PROTECTION (ON/OFF)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
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**TABLE KEY**

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Button Lights (Failed to Illuminate) (Cont'd)					
-09	External Power (ON/AVAIL)	C	2	0		
-10	FUEL BOOST PUMP (NORM/ON)	C	4	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-11	FUEL GRAVITY XFLOW (OPEN/CLOSED)	C	2	0	May be inoperative.	
-12	Interior Power (INTERIOR – NORM/OFF)	C	2	1	(O) The NORM light may be inoperative provided button functionality is verified operative before every flight.	
-13	Landing Light L/R (LDG L - ON) (LDG R - ON)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-14	FLOW (NORM/HIGH)	C	2	0	(O) May be inoperative provided normal air flow is present during engine operations.	
-15	Passenger Safety (PAX SAFETY - ON)	C	1	0	(O) May be inoperative provided: a) Passenger safety lights are verified operative prior to each flight, and b) Passenger safety aural chime is operative or cabin occupants are briefed by alternate means.	
-16	Pitot/Static Ice Protection (NORM/ON)	B	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-17	Pulse Light (PULSE - ON)	C	1	0	(O) May be inoperative provided pulse light is verified operative before every flight.	
						(Continued)

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Button Lights (Failed to Illuminate) (Cont'd)					
-18	Recognition Light (RECOG - ON)	C	1	0	(O) May be inoperative provided recognition lights are verified operative.	
-19	Seat Belt (SEAT BELTS - ON)	C	1	0	(O) May be inoperative provided seat belt lights and seat belt aural chime are verified operative.	
-20	Tail Flood Light (TAIL FLOOD - ON)	C	1	0		
-21	Taxi Light (TAXI - ON)	C	1	0	(O) May be inoperative provided taxi lights are verified operative.	
-22	Wing Ice Protection (WING - ON/OFF)	C	2	0	(O) May be inoperative provided button functionality is verified operative.	
-23	Wing Inspection Light (WING INSP - ON)	C	1	0	(O) May be inoperative provided button functionality is verified operative.	
-20-01	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-02	Flight-Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-01	Engine Event Marker (Function or EVENT MARKER Button)	D	1	0	May be inoperative provided procedures do not require its use.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02 ***	Flight Data Recorder (Holder of an Air Carrier or Commercial Operator Certificate)				NOTE: White FDR FAIL CAS message may be displayed.	
-00A		C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
-00B	Flight Data Recorder (FDR) Parameters Not Required by 14 CFR  (Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	
-00C		A	1	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	
-01	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.	
-30-03 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by procedures.	

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.	
-50-01	Cabin Altitude Warning System (Aural or Visual Warning Failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-50-02	Central Warning					
-01	Master Warning Light (Failed to Illuminate)	C	2	1	One may be inoperative.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative.	
-03	Master Caution Light (Failed to Illuminate)	C	2	1	One may be inoperative.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative.	
-50-03	WHITE CAS MESSAGE (DISPLAYED)					
-01	ACM FAULT	C	1	0	May be displayed.	
-02	ADS-B IN FAIL	D	1	0	May be displayed provided operations do not require its use.	
-03	AOA FAULT L/R	B	2	0	May be displayed.	
-04	AP FAIL	B	1	0	May be displayed provided autopilot system is considered inoperative.	
-05	AP FORCE SENSOR L/R	B	2	0	May be displayed provided autopilot system is considered inoperative.	
-06	AT FAIL	C	1	0	May be displayed provided autothrottle system is considered inoperative.	

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1. REPAIR CATEGORY
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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-07	BATTERY MAINT L/R	A	2	1	One may be displayed provided: a) No associated battery messages are displayed, and b) Repairs are made within 10 calendar-days.	
-08	BLD TEMP FAULT L/R	A	2	0	May be displayed provided repairs are made within 3 flight-days.	
-09	BRAKE FAULT	A	1	0	(O) May be displayed provided: a) EMER/PARK BRAKE handle is verified in the stowed position, b) Brake pressure is 0 psi with toe brakes released, and c) Repairs are made within 3 flight-days.	
-10	BRAKE TEMP FAULT	A	1	0	May be displayed provided: a) Aircraft is operated in accordance with AFM Volume 1, Section IV, Takeoff, Minimum Turn-Around Time and Maximum Brake Temperature, to determine when takeoff is permitted, and b) Repairs are made within 10 flight-days.	
-11	CHECK DOORS	B	1	0	May be displayed provided AFM amber CHECK DOORS procedure is complied with.	
-12A	CVR FAIL	A	1	0	May be displayed provided cockpit voice recorder is considered inoperative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-12B	CVR FAIL	A	1	0	May be displayed provided: a) Cockpit Voice Recorder is considered inoperative, and b) Repairs are made in accordance with applicable operating rule.	
-13	DUCT SNSR FAULT CBN	A	1	0	May be displayed provided: a) Cabin supply temperature does not exceed 300 °F (149 °C), and b) Repairs are made within 3 flight-days.  NOTE: Amber DUCT O'TEMP CABIN message will not display in the event an O'TEMP condition occurs.	
-14	DUCT SNSR FAULT CKPT	A	1	0	May be displayed provided: a) CKPT supply temperature does not exceed 300 °F (149 °C), and b) Repairs are made within 3 flight-days.  NOTE: Amber DUCT O'TEMP COCKPIT message will not display in the event an O'TEMP condition occurs.	
-15	ENG CHIP DETECT L/R	A	2	1	(M) One may be displayed provided: a) A visual check of affected chip detector before each flight reveals no anomalies, and b) Repairs are made within 10 engine operating hours.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-16	ENG LIMIT LONG L/R	A	2	1	One may be displayed provided maintenance is performed within 600 engine operating hours.	
-17	ENG LIMIT SHORT L/ R	A	2	1	One may be displayed provided maintenance is performed within 125 engine operating hours.	
-18	FD	C	1	0	May be displayed provided FD is coupled to the operative side.	
-19	FIRE BOTTLE LOW APU	C	1	0	May be displayed provided APU is not used.	
-20	FUEL GRV XFLOW FAIL	B	1	0	May be displayed provided gravity xflow system is considered inoperative.	
-21	FUEL MAINTENANCE	A	1	0	May be displayed provided: a) No other fuel-related CAS messages are displayed, b) Fuel quantity is monitored, and c) Repairs are made within 3 flight-days.	
-22	FUEL QTY DEGRADE L/R	A	2	1	One may be displayed provided: a) Fuel quantity is monitored, b) No other fuel-related CAS message is displayed, c) Reserve fuel quantity is increased by 300 lb, and d) Repairs are made within 3 flight-days.	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-23	FUEL QTY FAULT 1-2	A	2	1	One may be displayed provided: a) Fuel quantity is monitored, b) No other fuel-related CAS message is displayed, and c) Repairs are made within 3 flight-days.	
-24	FUEL RECIRC FAIL L-R	A	2	0	May be displayed provided: a) Fuel recirculation system is considered inoperative, and b) Repairs are made within 10 flight-hours.	
-25	FUEL RECIRC ON L-R	A	2	0	May be displayed provided: a) Fuel recirculation system is considered inoperative, and b) Repairs are made within 10 flight-hours.	
-26	FUEL SCAV ON L-R	A	2	0	May be displayed provided repairs are made within 10 flight-hours.	
-27	GEN BEARING					
-00A	L-R	A	2	1	One may be displayed provided repairs are made within 20 hours of engine operation from initial display of message.	
-00B	APU	A	1	0	May be displayed provided repairs are made within 20 hours of APU operation from initial display of message.	
(Continued)						

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-28	HEAT EXCHG FAULT	A	1	0	May be displayed provided: a) ECS knob is selected to NORM, b) Both bleed air shutoff valves are operative, c) Aircraft is operated within 1 hour of a suitable airfield, and d) Repairs are made within 3 flight-days.	
-29	HP VALVE OPEN L-R	C	2	0	May be displayed provided affected High-Pressure (HP) bleed air shutoff valve is considered inoperative.	
-30	ICE DETECT FAIL L-R	C	1	0	May be displayed.	
-31	IGNITER FAULT L-R	A	2	1	One may be displayed provided: a) Ignition is selected ON using the GTC for engine starts on the ground, b) Affected engine starts normally, and c) Repairs are made within 3 flight-days.	
-32	NO STANDBY DATA	A	1	0	May be displayed provided repairs are made within 10 flight-days.  NOTE: Amber RUDDER MAINTENANCE CAS message may be displayed on the ground.	
-33	OIL FLTR BYPASS L-R	A	2	1	One may be displayed provided: a) Affected side ENG CHIP DETECT L-R is not displayed, and b) Repairs are made within 10 engine operating hours.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	WHITE CAS MESSAGE (DISPLAYED) (Cont'd)					
-34	PAX O <sub>2</sub> DEPLOYED	B	1	0	May be displayed provided passenger oxygen system is considered inoperative.	
-35	STAB DE-ICE FAULT	C	1	0	May be displayed.	
-36	STAB TRIM FAIL A-B	A	2	1	(O) One may be displayed provided: a) Primary stab trim is verified operative on one channel, b) SEC STAB TRIM is verified operative, c) No other associated stab trim CAS messages are displayed, and d) Repairs are made within 3 flight-days.	
-37	SURFACEWATCH FAIL	C	1	0	May be displayed provided Surface Awareness System is considered inoperative.	
-38	T/R INOP L-R	C	2	0	May be displayed provided affected thrust reverser is considered inoperative.	
-39	TEMP FAULT CKPT and/or CBN	C	2	0	May be displayed provided the affected temperature control NORM mode is considered inoperative.	
-40	TRANSPONDER FAIL 1/2	D	2	1	One may be displayed provided associated transponder is considered inoperative.	
-41	TURN COORD FAIL	A	1	0	(O) May be displayed provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED)					
-01	A/I ENG OFF L-R	A	2	1	One may be displayed provided: a) Associated engine ice protection system is considered inoperative, and b) Repairs are made within 3 flight-days.	
-02	A/I ENG ON L-R	A	2	1	One may be displayed provided: a) Associated engine ice protection system is considered inoperative, and b) Repairs are made within 3 flight-days.	
-03	A/I ENG O'PRESS L-R	A	2	1	One may be displayed provided: a) Associated engine ice protection system is considered inoperative, and b) Repairs are made within 3 flight-days.	
-04	A/I WING FAULT L-R	C	2	0	May be displayed provided wing ice protection is considered inoperative.	
-05	A/I WING OFF L-R	C	2	0	May be displayed provided wing ice protection is considered inoperative.	
-06	A/I WING ON L-R	C	2	0	May be displayed provided wing ice protection is considered inoperative.	
-07	A/I WING O'PRESS L-R	C	2	0	May be displayed provided wing ice protection is considered inoperative.	
-08	A/I WING O'TEMP L-R	C	2	0	May be displayed provided wing ice protection is considered inoperative.	
-09	A/I WING XFLOW CLSD	C	1	0	May be displayed provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-10	A/I WING XFLOW OPEN	C	1	0	May be displayed provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-11	ACM FAULT	C	1	0	May be displayed provided air cycle machine is considered inoperative.	
-12	ACM ONLY	B	1	0	May be displayed provided: a) ECS knob is selected to ACM ONLY, and b) Aircraft is operated at FL 250 or below.	
-13	ADS-B OUT FAIL	C	1	0	May be displayed provided ADS-B OUT is considered inoperative.	
-14	AOA COLD L-R	C	2	1	One may be displayed provided associated angle of attack (AOA) heat is considered inoperative.	
-15	AOA HEAT ON L-R	C	2	1	One may be displayed provided associated angle of attack (AOA) heat is considered inoperative.	
-16	AP STAB TRIM FAIL	B	1	0	May be displayed provided autopilot system is considered inoperative.	
-17	APU BLD VALVE CLOSED	C	1	0	May be displayed provided APU BLEED is not used.	
-18	APU BLD VALVE OPEN	C	1	0	May be displayed provided APU is used for first engine start only.	
-19	APU ECS VALVE OPEN	C	1	0	May be displayed provided APU BLEED is not used.	
-20	APU FAIL	C	1	0	May be displayed provided APU is considered inoperative.	
-21	APU FIRE DETECT FAIL	C	1	0	May be displayed provided APU is considered inoperative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-22	APU START VALVE OPEN	C	1	0	May be displayed provided APU is considered inoperative.	
-23	AT FAIL	C	1	0	May be displayed provided autothrottle system is considered inoperative.	
-24	AUTO PWR RSV OFF	A	1	0	May be displayed provided: a) POWER RESERVE AUTO button is selected to OFF, b) Aircraft is operated in accordance with AFM POWER RESERVE OFF takeoff procedures, c) Manual power reserve is used for single engine operations, and d) Repairs are made within 3 flight-days.	
-25	AUTO TEST FAIL	C	1	0	May be displayed provided the following items have passed the auto test: <ul style="list-style-type: none"> <li>• FUEL PRESSURE L,</li> <li>• FUEL PRESSURE R,</li> <li>• HYDRAULIC PRESSURE A,</li> <li>• HYDRAULIC PRESSURE B,</li> <li>• BLEED LEAK, and</li> <li>• FLAPS.</li> </ul>	
-26	BAGGAGE DOOR OPEN	C	1	0	(O) May be displayed provided baggage door is visually verified closed, latched, and handle is stowed before each flight.	
-27	BLD PRESS LOW L-R	B	2	0	May be displayed provided affected side bleed air shutoff valve is considered inoperative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-28	BOTH ON FD 1/2	C	2	1	May be displayed.	
-29	CABIN ALTITUDE	C	1	0	May be displayed provided pressurization system is considered inoperative.	
-30 ***	CABIN DIVIDER CLOSED (Solid Door Only)	C	1	0	(O) May be displayed provided door is verified latched in the open position prior to taxi, takeoff, and landing.  NOTE: Message may turn WHITE after takeoff.	
-31	CHECK DOORS	C	1	0	May be displayed provided no associated door CAS messages are displayed.	
-32	EMERGENCY EXIT OPEN	C	1	0	(O) May be displayed provided: a) Emergency exit door is visually verified closed prior to each flight, and b) Internal door handle is verified in fully latched position.	
-33	ENG BLEED CLOSED L-R	B	2	0	May be displayed provided affected bleed air shutoff valve is considered inoperative.	
-34	ENG BLEED OFF L-R	B	2	0	May be displayed provided affected bleed air shutoff valve is considered inoperative.	
-35	FD	B	1	0	May be displayed provided autopilot and flight director are considered inoperative.	
						(Continued)

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-36	FIRE BOTTLE LOW APU	C	1	0	May be displayed provided APU is considered inoperative.	
-37	FUEL GRV XFLOW FAIL	B	1	0	May be displayed provided gravity xflow valve is considered inoperative.	
-38	FUEL QTY FAIL L-R	A	2	1	One may be displayed provided: a) Associated fuel quantity indicating system is considered inoperative, and b) Repairs are made within three flight cycles.	
-39	GEN OFF APU	C	1	0	May be displayed provided APU DC generating system is considered inoperative.  NOTE: Red GENS OFF CAS message may be displayed prior to engine start.	
-40	GEN VOLT APU	C	1	0	May be displayed provided APU DC generating system is considered inoperative.  NOTE: Red GENS OFF CAS message may be displayed prior to engine start.	
-41	GND SPOILER DISARM	A	1	0	May be displayed provided: a) Ground spoiler system is considered inoperative, and b) Repairs are made within 3 flight-days.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-42	GND SPOILER FAIL	A	1	0	May be displayed provided: a) Ground spoiler system is considered inoperative, and b) Repairs are made within 3 flight-days.	
-43	GND SPOILER FAULT	A	1	0	May be displayed provided: a) Ground spoiler system is considered inoperative, and b) Repairs are made within 3 flight-days.	
-44	GROUND PROX FAIL	A	1	0	May be displayed provided: a) Terrain Awareness and Warning System (TAWS) is considered inoperative, and b) Repairs are made within 2 flight-days.	
-45	HEAT EXCHG FAULT	A	1	0	May be displayed provided: a) Cabin pressurization system is operative, b) Aircraft is operated within 1 hour of a suitable airfield, c) Aircraft is operated at FL 250 or below, d) ECS knob is selected to NORM, e) Both bleed air shutoff valves are operative, and f) Repairs are made within 3 flight-days.	
-46	ICE DETECT FAIL L-R	C	1	0	May be displayed provided ice detection system is considered inoperative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-47	INT BAG DOOR OPEN	C	1	0	(O) May be displayed provided interior baggage door is verified closed and latched prior to taxi takeoff, approach, and landing.	
-48	MACH TRIM FAIL	A	1	0	May be displayed provided: a) Aircraft is operated in accordance with AFM amber MACH TRIM FAIL procedure, and b) Repairs are made within 3 flight-days.	
-49	NOSE DOOR OPEN L-R	A	2	0	(O) May be displayed provided: a) Nose doors are verified closed, latched, and locked prior to each flight, and b) Repairs are made within 3 flight-days.  NOTE: Amber CHECK DOORS may be displayed.	
-50	O <sub>2</sub> BOTTLE OFF L-R	C	2	1	One may be displayed provided aircraft is operated in accordance with AFM Volume 2, Oxygen Duration Charts, for operative bottle.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-51	O <sub>2</sub> PRESS LOW L-R	C	2	1	(M) One may be displayed provided: a) Affected bottle is secured OFF, and b) Aircraft is operated in accordance with AFM Volume 2, Oxygen Duration Charts, for operative bottle.	
-52	P/S COLD L-R (Excluding STBY)	B	2	1	One may be displayed provided affected pitot tube heater and/or static port heater is considered inoperative.	
-53	PRESS MODE MANUAL	C	1	0	May be displayed provided: a) PRESS MODE button is selected MANUAL, and b) Crew must ensure after the completion of all auto tests that no system has failed an auto test other than those deferred per the MEL.  NOTE: Amber AUTO TEST FAIL CAS message may be displayed.	
-54	PRESS SOURCE OFF L-R	C	2	0	May be displayed provided affected side ECS flow control valve is considered inoperative.	
-55	PRESSURIZATION FAULT	C	1	0	May be displayed provided pressurization NORMAL MODE is considered inoperative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-56	RA FAIL	A	1	0	(M) May be displayed provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative, and e) Repairs are made within 2 flight-days.	
-57	RADAR FAIL	C	1	0	May be displayed provided weather radar system is considered inoperative.	
-58	RDR FAULT	C	1	0	May be displayed provided weather radar system is considered inoperative.	
-59	RAT COLD L-R	A	2	1	One may be displayed provided: a) Pitot/static heat is operative, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Repairs are made within 3 flight-days.	
-60	RAT HEAT ON L-R	A	2	1	(M) One may be displayed provided: a) Affected side is deactivated, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Repairs are made within 3 flight-days.	
-61	RECIRC VALVE OPEN	C	1	0	May be displayed provided recirculation shutoff valve is considered inoperative.	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-62	RUDDER MAINTENANCE	A	1	0	(M) May be displayed provided: a) Condition is on the engineering approved dispatch list, b) No other rudder-associated CAS message is displayed, and c) Repairs are made within 3 flight-days.  NOTE: Amber RUDDER MAINTENANCE CAS message may turn white in flight.	
-63	RUDDER REV A-B	A	2	1	(O) One may be displayed provided: a) Rudder is verified operative, b) Aircraft is operated at or below FL 250 and 235 KIAS maximum, and c) Repairs are made within 3 flight-days.  NOTE: Amber RUDDER REV A-B CAS message may turn white in flight.	
-64	STAB DE-ICE FAIL	C	1	0	May be displayed provided horizontal stabilizer deice system is considered inoperative.	
-65	STAB DE-ICE OFF	C	1	0	May be displayed provided horizontal stabilizer deice system is considered inoperative.	
-66	STAB DE-ICE ON	C	1	0	May be displayed provided horizontal stabilizer deice system is considered inoperative.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-67	STAB TRIM SWITCH L-R	B	2	1	One may be displayed provided affected control wheel stab trim switch is considered inoperative.	
-68	STARTER FAIL L-R	C	2	0	(M)(O) May be displayed provided: a) Alternate procedures are established and used, and b) Affected start valve is verified closed.  NOTE: In-flight restart of affected engine will be limited to windmilling start.	
-69	TAILCONE DOOR OPEN	C	1	0	(O) May be displayed provided door is verified closed, latched, and locked prior to each flight.	
-70	TERRAIN FAIL	B	1	0	May be displayed provided Terrain Awareness and Warning System (TAWS) forward-looking terrain avoidance function and premature descent alert function is considered inoperative.	
-71	TRANSPONDER FAIL 1-2	B	1	0	May be displayed provided affected ATC transponders are considered inoperative.	
-72	WINDSHEAR FAIL	C	1	0	May be displayed provided reactive windshear system is considered inoperative.	
-73	WSHLD HEAT CTRL L-R	C	2	1	One may be displayed provided affected side windshield electric anti-ice system is considered inoperative.	
						(Continued)

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	AMBER CAS MESSAGE (DISPLAYED) (Cont'd)					
-74	WSHLD HEAT FAIL L-R	C	2	1	One may be displayed provided affected side windshield electric anti-ice system is considered inoperative.	
-75	WSHLD O'TEMP L-R	C	2	1	One may be displayed provided affected side windshield electric anti-ice system is considered inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding Button Lights, Standby Flight Instrument Lighting, Internally Lighted Annunciators, and Required Placard Lighting)					
-00A		C	-	0	May be inoperative provided aircraft is not operated at night.	
-00B		C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit emergency lighting is operative,</li> <li>b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and</li> <li>d) Lighting configuration and intensity is acceptable to flightcrew.</li> </ol>	
-10-02	Cockpit Flood Light (LED String, Five Elements Each)	C	16	-	Individual strings may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	
-10-03	Cockpit Map Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative provided lighting configuration and intensity is acceptable to flightcrew.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Lighting configuration and intensity is acceptable to flightcrew, and</li> <li>b) A flashlight is available to each crewmember.</li> </ol>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Interior Lighting (Excluding Cabin Emergency Lighting)					
-00A		D	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.	
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night with cabin occupants.	
-20-02	Entry Lights Timer	C	1	0	May be inoperative provided entry lights are selected OFF when aircraft is vacated.	
-20-03	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-00A	(With Cabin Occupants)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without Cabin Occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Aft Baggage Compartment Light	C	2	0		
-01	External Door Proximity Switch	C	1	0	May be inoperative.	
-02	Internal Door Proximity Switch	C	1	0	May be inoperative.	
-30-02	Tailcone Maintenance Light	C	3	0		

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Ground Recognition Light (Beacon)	C	2	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					
-00A	(Single Light Failed)	C	2	1	One may be inoperative.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative for night operations provided taxi lights are operative.	
-00C	(Both Lights Failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-01	Recognition Light Mode	C	1	0		
-02	Pulse Light Mode	D	1	0		
-40-04	Main Cabin Door Step Lights	C	6	0	May be inoperative or missing provided an alternate source of illumination is available for night operations.	
-40-05	Position/Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.  NOTE: Any LED element failed renders the system inoperative.	
-40-06	Pylon Work Light	D	2	0		
-40-07	Tail Flood Light	D	2	0		

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-08	Taxi Light					
-00A	(Single Light Failed)	C	2	1	One may be inoperative.	
-00B	(Both Lights Failed)	C	2	0	May be inoperative provided one landing light is operative for night operations.	
-00C	(Both Lights Failed)	C	2	0	May be inoperative provided aircraft is not operated at night.	
-40-09	Wing Inspection Light System					
-00A	(Left Light Failed)	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.  NOTE: Restriction is due to emergency egress illumination for night operations.	
-00B	(Right Light Failed)	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.  NOTE: Restriction is due to emergency egress illumination for night operations.	
-00C	(Both Lights Failed)	C	2	0	May be inoperative provided: a) Ice detect system is operative, b) Aircraft is not operated at night, and c) Ground deicing procedures do not require its use.  NOTE: Restriction is due to emergency egress illumination for night operations.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Downwash Lights	D	2	0	May be inoperative.	
-50-01	Cockpit Flashlight	C	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-01	Holder	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.	
-50-02	Aisle Lighting System (Excluding Emergency Lights)	C	-	0	May be inoperative.	
-50-03	Exterior Emergency Light	B	3	0	May be inoperative provided aircraft is not operated at night.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Altitude Alerting System	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Autopilot with altitude hold and capture operates normally,</li> <li>b) Aircraft does not depart from an airport where repair or replacement can be made,</li> <li>c) Aircraft is not operated RVSM, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
-18-01	Angle of Attack (AOA) Heat					
-01	Case	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-02	Vane	C	2	1	One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-25-01	Flight Director System					
-00A	(Single Side Failed)	C	2	1	One side may be inoperative provided: <ol style="list-style-type: none"> <li>a) Command bars are not present on affected side, and</li> <li>b) Departure, arrival, or approach procedures do not require its use.</li> </ol>	
-00B	(Both Sides Failed)	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Command bars are not present,</li> <li>b) Departure, arrival or approach procedures do not require its use, and</li> <li>c) Autopilot system is considered inoperative.</li> </ol>	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	PFD Controller (GCU 275)					
-01	Barometer Standard (PUSH STD)	D	2	0	May be inoperative provided the altimeter setting can be adjusted.	
-02	Range/Pan Control (Knob)	D	2	0	May be inoperative provided touchscreen controller for associated display is operative.	
-03	Clear (CLR)	D	2	0		
-04	Enter (ENT)	D	2	0		
-05	Cursor/select (PFD/PUSH ENT)	D	2	0		
-06	Direct To (D>)	D	2	0	NOTE: Function may be selected on touchscreen controller.	
-07	Flight Plan (FPL)	D	2	0	NOTE: Function may be selected on touchscreen controller.	
-08	Radio Control (COM/NAV)	D	2	0	NOTE: Function may be selected on touchscreen controller.	
-09	Procedure (PROC)	D	2	0	NOTE: Function may be selected on touchscreen controller.	

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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-25-03	Touchscreen Controller (GTC) (L PFD or R PFD)	C	2	1	(M) One may be inoperative provided controller is deactivated.  NOTE: Any functions or controls that operate normally may be used.	
-25-04	Synthetic Vision	C	1	0	May be inoperative.	
-31-01	Localizer System	C	2	-	May be inoperative provided: a) Affected system is not on the emergency bus, b) Procedures do not require its use, and c) System is not required by 14 CFR.	
-32-01	Glideslope System	C	2	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-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.	
-36-01 ***	Reactive Windshear System (Includes TAWS Windshear Mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR.	

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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Radio Altimeter System	A	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Radio altimeter is deactivated,</li> <li>b) Approach minimums or operating procedures do not require its use,</li> <li>c) Basic TAWS modes are considered inoperative,</li> <li>d) TCAS II is considered inoperative, and</li> <li>e) Repairs are made within 2 flight-days.</li> </ol> <p>NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended.</p> <p>NOTE 2: Landing operations phase inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around.</p>	
-44-02	Surface Awareness System (SurfaceWatch)	C	1	0		

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS Required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and c) Repairs are made within 2 flight-days.	
-01	Forward-Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Excessive Rate of Descent and Altitude Loss After Takeoff or Missed Approach	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-03A	Voice Callouts ("Five-Hundred")	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03B	Voice Callouts (Other)	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-04A	Excessive Closure Rate to Terrain and Flight into Terrain Not in Landing Configuration (Class A TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-04B	Excessive Closure Rate to Terrain and Flight into Terrain Not in Landing Configuration (Class B TAWS Required)	C	2	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS Required) (Cont'd)					
-05A	Excessive Downward Glideslope/Glidepath Deviation (Class B TAWS Required)	C	-	0		
-05B	Excessive Downward Glideslope/Glidepath Deviation (Class A TAWS Required)	B	-	0		
-05C	Excessive Downward Glideslope/Glidepath Deviation (Class A TAWS Required)	C	-	1	May be inoperative provided affected glideslope or glidepath is not used.	
-06A	Terrain Display (Class B TAWS Required)	C	-	0		
-06B	Terrain Display (Individual Display Failed) (Class A TAWS Required)	C	-	1		
-06C	Terrain Display (All Displays Failed) (Class A TAWS Required)	B	-	0		
-07A	Annunciator/Indication (Class B TAWS Required)	C	-	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS Required) (Cont'd)					
-07B	Annunciator/Indication (Terrain Inhibited) (Class A TAWS Required)	B	-	0		
-07C	Annunciator/Indication (Other) (Class A TAWS Required)	C	-	0		
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II)				NOTE: Amber TCAS FAIL CAS message may be displayed.	
-00A		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		B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-01	Traffic Advisory (TA) Display	C	-	0	(O) May be inoperative provided: a) Resolution advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				NOTE: Amber TCAS FAIL CAS message may be displayed.	
-02A	Resolution Advisory (RA) Display	C	2	1	One may be inoperative on pilot not flying side.	
-02B	Resolution Advisory (RA) Display	C	2	0	(O) May be inoperative provided: a) Traffic advisory (TA) display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.	
-03	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed	C	2	1	One side may be inoperative provided: a) Traffic advisory (TA) and resolution advisory (RA) displays are operative on pilot flying side, and b) Audio function is operative.	
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function (Above/Below)	C	-	0		
-45-02 ***	Traffic 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.	
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-00A	(Individual Transponder Failed)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(All Transponders Failed)	B	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight,</li> <li>c) TCAS, is considered inoperative, and</li> <li>d) Aircraft is not operated RVSM.</li> </ol>	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR)	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require their use, and</li> <li>b) Repairs are made prior to completion of next scheduled inspection/check of transponder.</li> </ol>	
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used, and</li> <li>b) It is not required by 14 CFR.</li> </ol> <p>NOTE: Any ADS-B function that operates normal may be used.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-01	ADS-B Out Extended Squitter Transmission	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</li> <li>c) It is not required by 14 CFR.</li> </ol> NOTE: Any ADS-B function that operates normally may be used.	
-01A		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-02	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B function that operates normally may be used.	
-52-03	Transponder Ident Button (XPDR IDENT)					
-00A	(One Button Failed)	C	2	1	One may be inoperative.	
-00B	(Both Buttons Failed)	C	2	0	May be inoperative provided function on MFD GTC is operative.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-54-01	Very High Frequency Omni-Directional Range (VOR) System	C	-	0	May be inoperative provided: a) Affected system is not on the emergency bus, b) Procedures do not require its use, and c) 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.	
-60-01	Data Loader (SD Card Slot)	C	-	-	NOTE: Certain card slots are used for real-time data access. If inoperative, associated features are considered inoperative.	
-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.	
-01	Fuel Planning Function	C	-	0		

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Oxygen System					
-01	Fill Port	C	2	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Servicing Panel Pressure Gauge	C	2	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-03	Blowout Disk/Green Label	C	1	0	May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-20-01	Passenger Oxygen System					
-00A		B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within 4 minutes to a cabin pressure altitude of 13,000 ft at all points along route to be flown, and c) Aircraft is operated at FL 250 or below.	
-00B		C	1	0	May be inoperative provided: a) PAX OXY is selected OFF, and b) No cabin occupants are carried.	
-00C	(Cabin Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Cont'd)					
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY" during taxi, takeoff, and landing.	
-01A	Lavatory Mask	C	2	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided affected mask pintle pin is installed.	
-02	Drop-Out Panel (Decorative Cover)	C	-	0	Individual panels may be missing.	
-30-01	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Inoperative oxygen bottle is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.	
-30-02	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided location placarding is removed or obscured.  NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve					
-00A	Pressurized	B	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected valve is secured for no flow,</li> <li>b) Affected ENG BLEED is selected OFF,</li> <li>c) BLEED ISOLATE is selected to XFLOW,</li> <li>d) Crew must perform static takeoff to address master caution before takeoff roll,</li> <li>e) Aircraft is operated at FL 250 or below, and</li> <li>f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol> <p>NOTE 1: Amber ENG BLEED OFF CAS message may be displayed on the ground. It will turn white in the air.</p> <p>NOTE 2: White BLEED ISOLATE XFLOW CAS message may be displayed on the ground. It will turn amber when the throttles are advanced for takeoff and turn white again in the air.</p> <p>NOTE 3: MASTER CAUTION CAS message may post when throttles are advanced for takeoff.</p>	
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Cont'd)					
-00B	Unpressurized	B	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both valves are secured for no flow,</li> <li>b) Both ENG BLEED buttons are selected OFF,</li> <li>c) Flightcrew oxygen system is used as required by 14 CFR,</li> <li>d) Crew must perform static takeoff to address master caution before takeoff roll,</li> <li>e) Aircraft is operated at FL 250 or below, and</li> <li>f) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol> <p>NOTE 1: Amber ENG BLEED OFF CAS message may be displayed on the ground. It will turn white in the air.</p> <p>NOTE 2: White BLEED ISOLATE XFLOW CAS message may be displayed on the ground. It will turn amber when the throttles are advanced for takeoff and turn white again in the air.</p> <p>NOTE 3: MASTER CAUTION CAS message will post when throttles are advanced for takeoff.</p>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Bleed Air Shutoff Valve (Cont'd)					
-01A	High Pressure (HP)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Aircraft is operated at FL 410 or below.	
-01B	High Pressure (HP)	C	2	0	(M) May be inoperative provided: a) Both valves are secured for no flow, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Pressurization system is considered inoperative.	
-10-02	Engine Bleed Air Precooler Temperature Control System	B	2	1	One may be inoperative provided associated bleed air shutoff valve is considered inoperative.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Potable Water System	C	-	0	(M) May be inoperative provided: a) System is drained, b) Lavatory waste system is considered inoperative, and c) Procedures are established and used to ensure system is not serviced.	
-01	External Service System	C	-	0	(O) May be inoperative provided: a) Both the refreshment center and vanity drains are operative, and b) Alternate means to fill the system are established and used.	
-30-01	Lavatory External Service System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.	
-01	Drain Valve Heater Gasket	C	1	0	(M) May be inoperative provided: a) Waste line is drained of all fluids, b) Drain valve heater is deactivated, and c) Toilet is not serviced within 4 hours of landing or at surface temperatures below +10 °C.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have Leaks.</li> </ul> NOTE: Any portion of system which operates normally may be used.	
-30-03	Overboard Drain (Excluding Drain Heater)					
-01	Aft Drain	C	1	0	(O) May be damaged or obstructed provided: <ul style="list-style-type: none"> <li>a) All liquid is removed from basin, and</li> <li>b) Basin is placarded "DO NOT USE".</li> </ul>	
-02	Forward Drain	C	1	0	(O) May be damaged or obstructed provided: <ul style="list-style-type: none"> <li>a) All liquid is removed from refreshment center liquid storage, drip pan, and refreshment center sink,</li> <li>b) Refreshment center liquid storage and drip pan are placarded "DO NOT USE", and</li> <li>c) Ice drawer drain valve remains closed.</li> </ul>	
-30-04	Water Service Panel	C	1	0	May be inoperative.  NOTE: Any operative function of the system may be used.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Aircraft Recording System (AReS)	D	1	0		
-00-02	Central Maintenance System (Cessna Diagnostics and Maintenance System - CDMS)	C	1	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag (EFB) System					
-00A		D	-	0	May be inoperative provided procedures do not require its use.	
-00B		C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program, or document which operates normally may be used.	
-01A	Data Connectivity	D	-	0	May be inoperative provided procedures do not require its use.	
-01B	Data Connectivity	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02A	Power Connection	D	-	0	May be inoperative provided procedures do not require its use.	
-02B	Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03A	Mounting Device	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.	
-03B	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Auxiliary Power Unit (APU)	C	1	0	May be inoperative provided APU is not used.	
-30-01	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU fuel shutoff valve is verified closed, and b) APU is not used.	
-50-02	APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) APU BLEED is selected OFF, and b) APU bleed air valve is verified closed.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door					
-01	Key Lock (Failed Unlocked)	D	1	0		
-02	Handrail	C	1	0	(O) May be inoperative or damaged provided: a) Door operates and latches normally, and b) Alternate procedures are established and used for assisting passengers during entry and exit.	
-03	Lift Motor	B	1	0	(O) May be inoperative provided: a) Lift motor clutch is disengaged, and b) Gas strut is operative.	
-04	Gas Strut	C	1	0	May be inoperative or missing provided lift motor is operative.	
-30-01	Exterior Baggage Door					
-01	Key Lock (Failed Unlocked/Locked)	D	1	0		
-02	Door Cable	C	2	0	May be inoperative or missing provided: a) Affected cable is removed if interferes with door operations, and b) Door is supported by alternate means when in the open position.	
-30-02	Cabin Baggage Door	C	1	0	(O) May be inoperative provided door is secured in the closed position.	
-01	Flush Bolt Latch Plate	C	1	0	(O) May be inoperative or missing provided door is secured by alternate means when open.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Nose Access Door					
-01	Key Lock (Failed Unlocked)	D	2	0		
-42-01	Battery Access Door Key Lock (Failed Unlocked)	D	2	0		
-46-01	Single-Point Refueling (SPR) Access Door Key Lock					
-00A	(Failed Unlocked)	D	1	0		
-00B	(Failed Locked)	C	1	0	NOTE: If overwing refueling cap locks are also failed in locked position, refueling will not be possible.	
-48-01	Tail Cone Access Door Key Lock (Failed Unlocked)	D	-	0		
-50-01 ***	Lavatory Door	C	2	0	(M) May be inoperative provided door is secured open.	
-70-01	Door Warning System					
-01	Exterior Baggage	C	1	0	(O) May be inoperative provided door is verified closed, latched, and handle stowed prior to each flight.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Door Warning System (Cont'd)					
-02	Cabin Baggage	C	1	0	(O) May be inoperative provided door is verified closed and latched prior to each flight.  NOTE 1: White INT BAG DOOR OPEN CAS message may be displayed on the ground.  NOTE 2: Amber INT BAG DOOR OPEN CAS message may be displayed in the air.	
-03	Emergency Exit	C	1	0	(O) May be inoperative provided hatch is verified closed and latched prior to each flight.	
-04	Tail Cone Access	C	1	0	(O) May be inoperative provided door is verified closed and latched prior to each flight.	
-05	Nose Access	C	2	0	(O) May be inoperative provided door is verified closed and latched prior to each flight.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**57. Wings**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Gap Band Leading Edge Sealant (Spanwise)	B	-	-	(M) A combined maximum of 36 in of sealant may be loose or missing provided: <ol style="list-style-type: none"> <li>a) Loose sealant is removed,</li> <li>b) Two-inch (minimum) aluminum tape is applied continuously, wrinkle-free, and centered over the affected area,</li> <li>c) The taped area is inspected prior to each flight and is replaced if found to not meet the requirements of proviso b) above,</li> <li>d) Wing ice protection is not used, and</li> <li>e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol>	
-40-02	Gap Band Leading Edge Sealant (Chordwise) (Leading edge access panels)	B	-	-	(M) May be loose or missing provided: <ol style="list-style-type: none"> <li>a) Loose sealant is removed,</li> <li>b) Two-inch (minimum) aluminum tape is applied continuously, wrinkle-free, and centered over the affected area,</li> <li>c) The taped area is inspected prior to each flight and is replaced if found to not meet the requirements of proviso b) above,</li> <li>d) Wing ice protection is not used, and</li> <li>e) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</li> </ol>	

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AIRCRAFT: Textron Aviation Model 700	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight-days.	

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 Textron Aviation Model 700

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Thrust Reverser	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected thrust reverser is deactivated and secured in forward thrust position, and</li> <li>b) Aircraft is operated in accordance with AFM Section IV, Performance without Thrust Reversers Takeoff and Landing.</li> </ol> NOTE: T/R INOP L/R white CAS message may be displayed.	