



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 08/10/2020

Aircraft Industries, a.s. L-410 Turbolet L-420/L 410 UVP-E20 and L 410 UVP-E20 CARGO/L 410 NG

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	03/03/2000	All Pages
1	01/09/2009	Cover Page, Table of Contents, Log of Revisions, Control Pages, Highlights of Change, Definitions, Preamble, Guidelines (O & M) Procedures, 22-1, 23-1 thru 5, 24-1, 25-1 thru 7, 26-1 thru 2, 28-1, 30-1 thru 2, 31-1 thru 2, 33-2, 34-1 thru 14, 35-1, 38-1 thru 2, 46-1 thru 2, 79-1
2	08/10/2020	Complete Revision – All Pages

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/25/2019.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
All Pages	This is a complete rewrite of the MMEL, and cancels LET-420, Revision 1, dated 01/09/2009 and LET-420, Revision 1 for Part 91 Ops Only, dated 01/09/2009. Please review this document in its entirety. It includes updated relief for the L-420, and adds relief for the L 410 UVP-E20 and L 410 UVP-E20 Cargo, and L 410 NG model aircraft. It is the result of a public FOEB meeting held on 04/25/2019.

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DEFINITIONS

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

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PREAMBLE

For operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both PLs are found on the FAA FSIMS website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
21-20-2-2	(O) Ensure ambient temperatures for ground and flight will provide acceptable cabin temperatures. (M) Maintenance procedure to secure Heating Lever in OFF position and ensure that no hot bleed air flows from heat valve.
21-20-2-6	(O) Ensure ambient temperatures for ground and flight will provide acceptable cabin temperatures.
21-21-1	(M) Procedure to deactivate and secure Navigation Cooling Fan circuit breaker.
21-80-1-2	(M) Procedure to secure Heating Lever in OFF position and ensure that no hot bleed air flows from heat valve.
22-10-1	(M) Procedure to disable the Autopilot and determine that the Servos do not cause binding of Flight Controls.
22-13-1	(O) Procedure to verify function of operative Controlled Wheel Steering (CWS) switch by Canceling Autopilot (AP) and Flight Director (FD) followed by activation of CWS must cause FD activation.
22-13-2	(O) Procedure to specify method to disconnect AP, Reset FD, and sequence Navigation Source to Missed Approach.
23-10-1	(O) Procedure to verify satellite communications (SATCOM) Voice is operative and flight planning to ensure SATCOM coverage and air traffic control (ATC) SATCOM use procedures.
23-20-1	(O) Establish alternate procedures to maintain contact between operator and aircraft without Selective Call (SELCAL) use.
23-20-2-2	(M) Procedure to deactivate inoperative emergency locator transmitter (ELT).
23-20-2-3	(M) Procedure to deactivate inoperative Remote ELT switch.
23-30-1	(M) Procedure to deactivate and secure circuit breaker power for Entertainment System.
23-40-1-1	(O) Establish method to brief passengers for Normal and Emergency without use of Passenger Address (PA).
24-25-1	(O) Procedure to specify method and frequency to monitor 115V alternating current (AC) during flight operations.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
24-25-2	(O) Before each takeoff, verify correct operation of respective 36V Inverter by selecting INVERT 36V to each Inverter Position for correct indication.
24-25-3	(O) Before each takeoff, verify correct operation of both 26V Inverters by selecting INV I-II Position with both EFI-890R displays operative.
25-10-2	(M) Procedure to ensure Pilot Seat Adjustment is secure in acceptable position.
25-20-1-2	(M) Procedure to give guidance reference for a practical means of securing the seat in the takeoff and landing position.
25-20-1-3	(O) Procedure to ensure crew awareness of inoperative under seat baggage storage and method to brief passengers.
25-20-1-4-a	(M) Procedure to give guidance reference for a practical means of securing the seat in the upright position.
25-50-1	(M) Procedure to establish and use acceptable cargo load limits with inoperative Cargo Restraint System.
25-61-1-2	(O) Establish method to inform crew of aircraft equipment capability and flight plan accordingly.
27-10-1	(O) Establish procedure and visual indications the Aileron Trim Tab has full range of motion and visual indication of neutral position.
27-20-1	(O) Establish procedure and visual indications the Rudder Trim Tab has full range of motion and visual indication of neutral position.
27-60-2-1	(O) Establish procedure and visual indications to verify ABC operation without indication of the Green ABC Signal Cell.
27-60-2-2	(O) Establish procedure and visual indications to verify ABC operation without indication of the White/Amber ABC Signal Cell.
28-10-1	(M) Procedure to select Wing Tip Tank Valves CLOSED, verify they are Closed and Placard to remain inoperative in the CLOSED position.
28-20-1	(M) Procedure to deactivate Pressure Refueling System and verify there are no fuel leaks associated with the inoperative system.
28-21-1	(M) Procedure to check the fuel filter insert of the affected engine according to the Aircraft Maintenance Manual (AMM) prior to flight.
28-44-1	(O) Procedure to verify both minimum Fuel Pressure Signal Cells (Indication) are operative by selective operation of Fuel Pumps.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
28-44-3	(O) Procedure to verify function of Fuel Crossfeed System using Fuel Pumps and Fuel Pressure Signal Cells (Indication).
29-16-1	(M) Procedure to check Hydraulic Reservoir System for air leaks.
29-30-1	(O) Procedure to bleed Power Source accumulator pressure with Flaps then check Brake Accumulator pressure with Dual Press Indicators (BRAKE LH and RH Pressure indication).
30-20-1-1	(O) Procedure to ensure Separator Vanes are visually verified operative prior to each flight.
30-30-1	(O) Procedure for tactile verification of operation of RHT Pitot Heating.
30-30-3	(O) Procedure for tactile verification of operation of affected heaters.
30-30-4	(O) Procedure for tactile verification of operation of remaining Static Pressure Head Heating.
30-40-1-1	(O) Procedure for tactile verification Windshield Heat is operative.
30-80-2	(O) Establish and use alternate procedure to monitor representative surface for ice accretion. (M) Procedure for verification of the Rotary Ice Detector in accordance with the AMM.
30-80-2-1	(O) Establish and use alternate procedure to monitor representative surface for ice accretion.
32-40-1-1	(O) Procedure to verify operation of the Parking Brake after each engine start and prior to each engine shutdown.
32-40-2-1	(O) Procedure to verify the aircraft does not exhibit asymmetric braking during taxi with the Nosewheel Steering switch set to Neutral.
32-40-3	(O) Procedure to verify Power Source and Brake Accumulator are operative.
32-50-2	(O) Check the pedal steering during taxiing in low speed with NOSEWHEEL STEERING Switch switched to PEDAL.
32-60-2	(M) Check the GEAR Sound Signalization (L 410 NG only) or Landing Gear Warning (except L 410 NG) according to the procedure in the AMM.
32-60-3	(M) Check the GEAR Indication message (L 410 NG only) or EXTEND LANDING GEAR Signal cell (except L 410 NG) according to the procedure in the AMM.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
33-20-2	(O) Establish and use alternate procedure to brief passengers when to Fasten Seatbelt.
33-20-3-3	(O) Procedure to brief passengers with PA to return to their place from toilet when this notice is required.
34-16-1	(O) Procedure to ensure that autopilot altitude capture is operative.
34-18-1	(M) Check audible Stall Speed Warning per AMM procedure.
34-44-1-1	(O) Establish alternate procedures for terrain awareness with ground proximity warning system (GPWS) inoperative.
34-44-1-1-a	(O) Establish alternate procedures for terrain awareness with affected GPWS Mode(s) inoperative.
34-44-1-1-d	(O) Establish alternate procedures for terrain awareness with inoperative Advisory Callouts.
34-44-1-1-e	(O) Establish alternate procedures for windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.
34-44-1-2	(O) Establish alternate procedures for terrain awareness with Terrain System inoperative.
34-44-2-1	(O) Establish alternate procedures for terrain awareness with GPWS or Terrain Warning System inoperative.
34-44-2-1-a	(O) Establish alternate procedures for terrain awareness with affected GPWS Mode(s) inoperative.
34-44-2-1-d	(O) Establish alternate procedures for terrain awareness with inoperative Advisory Callouts.
34-44-2-1-e	(O) Establish alternate procedures for windshear awareness, procedure must include a review of windshear avoidance and recovery procedures.
34-44-3	(O) Establish alternate procedures for terrain awareness with GPWS inoperative.
34-44-4	(M) Procedure to deactivate Radar Altimeter. (O) Establish and use alternate procedures for terrain awareness and approach minimums.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-45-1	(M) Procedure to deactivate the Traffic Alert and Collision Avoidance System (TCAS) I system.
34-45-2	(M) Procedure to deactivate the TCAS II system.
34-45-2-2	(O) Procedure to ensure TA ONLY Mode is selected by the crew and Traffic Alert (TA) visual display and audio functions are operative.
34-45-2-3	(O) Procedure to ensure radar altimeter (RA) visual display and audio functions are operative.
34-52-2	(O) Establish and use alternate procedures for inoperative Automatic Dependent Surveillance-Broadcast (ADS-B).
34-52-2-1	(O) Establish and use alternate procedures for absent Automatic Dependent Surveillance-Broadcast (ADS-B) functions.
34-52-2-2	(O) Establish and use alternate procedures for absent Automatic Dependent Surveillance-Broadcast (ADS-B) functions.
34-52-2-3	(O) Establish and use alternate procedures for absent Automatic Dependent Surveillance-Broadcast (ADS-B) functions.
46-10-1-1	(O) To provide instructions to the flightcrew for alternate procedures to be used.
46-10-1-2	(O) Establish and use alternate procedures for availability of Electronic Flight Bag (EFB) functions dependent on Data Connectivity.
46-10-1-3	(O) Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration or alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-10-1-4	(M) Procedure to ensure associated EFB and hardware is secured in a suitable location by alternate means or removed from aircraft. (O) Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available.
52-60-1	(O) Establish and use specific alternate procedures for cabin ingress/egress by passengers.
79-31-3	(M) Procedure to ensure the Oil Filter Insert of appropriate Engine is checked for purity before dispatch per AMM.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Passenger Air Showers (WEMAC)	D	19	0	May be inoperative or missing.	
-1	Air Showers in the Cockpit	D	2	0	May be inoperative or missing.	
20-2	Air Controls					
-1	VENTILATION Control Lever System	C	1	0	May be inoperative in any position provided Ambient temperature maintains acceptable cabin temperature.	
-2	Heating Control Lever/Hot Air Distribution (Except L 410 NG)	C	1	0	O) May be inoperative provided: a) Heating Control is verified OFF, b) Duct Temperature Indicator is operative, and c) Ambient temperature maintains acceptable cabin temperature.	
		C	1	0	(M) May be inoperative provided: a) Heating Control Shutoff Valve is secured in the Closed position, and b) Ambient temperature maintains acceptable cabin temperature.	
-3	COCKPIT AIR CONTROL Lever System	C	1	0	May be inoperative provided Ambient temperature maintains acceptable cockpit temperature.	
-4	WINDSHIELD Lever System	C	1	0	May be inoperative in upward Open position provided Cockpit Air Control Lever is operative.	
		C	1	0	May be inoperative in lower Closed position provided Ambient temperature/dewpoint spread is adequate to preclude window fogging or frosting.	
(Continued)						

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<p>AIRCRAFT: Aircraft Industries L-410 Turbolet</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20-2	Air Controls (Cont'd)					
-5	COCKPIT AIR CONDITIONING Lever System (Foot Air Control)	D	2	0	May be inoperative provided Ambient temperature maintains acceptable cockpit temperature.	
-6	PASSENGER AIR CONTROL Lever System (L 410 NG Only)	C	1	0	(O) May be inoperative in any position provided the ambient temperature maintains acceptable cabin temperature.	
		D	1	0	May be inoperative provided passengers are not carried.	
21-1	Navigation Cooling Fan (Except L 410 NG)	C	1	0	(M) May be inoperative provided: a) Ambient temperature remains below 20°C, and b) Affected Blower Circuit Breaker is deactivated and secured.	
21-2	Flight Compartment Fan	C	1	0		
50-1 ***	Air Conditioning System	D	1	0	May be inoperative provided AIRCONDITION circuit breaker switch remains OFF.	
80-1	Temperature Indication System					
-1	Cabin Temperature Indication (Except L 410 NG)	C	1	0	May be inoperative provided the temperature is maintained in acceptable range.	
-2	Duct Temperature Indication (Except L 410 NG)	C	1	0	(M) May be inoperative provided: a) Heating Control Shutoff Valve is secured in the Closed position, and b) Ambient temperature maintains acceptable cabin temperature.	

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<p>AIRCRAFT: Aircraft Industries L-410 Turbolet</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Autopilot System	C	1	0	(M) May be inoperative provided operations do not require its use.	
-1	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Autopilot is not used below 1,500 ft AGL, and b) Approach minimums do not require the use of the Autopilot. 	
		B	2	0	May be inoperative provided autopilot is not used.	
-2	Autopilot Modes	C	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Flight Director Modes are operative, and b) Autopilot YD, AP, SOFT RIDE and HALF BANK are not used. 	
10-2	Yaw Damper	C	1	0	May be inoperative provided Yaw Damper is not used.	
13-1	Control Wheel Steering (CWS) Switch	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) A/P DISC switch on affected yoke is operative, and b) The CWS switch on Pilot Flying (PF) side is verified operative prior to each flight. 	
		B	2	0	May be inoperative provided A/P DISC switches are verified operative.	
13-2	Go-Around (GA) Button	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Approach minimums do not require its use, and b) Alternate Approach procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude for go-around. 	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10-1 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan notifies ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
12-1	VHF Communications System	D	-	1	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus; and not required for emergency procedures. NOTE: VHF 1 must be operative.	
20-1 ***	Selective Call (SELCAL) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20-2	Emergency Locator Transmitter (ELT)					
-1 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-2 ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. c) Placard stating "ELT Inoperative" is placed in view of the pilot.	
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT Inoperative" is placed in view of the pilot.	
		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-3 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
-4 ***	ELT Indicator Light	D	-	0		
-5 ***	ELT Aural Alarm	D	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-1 ***	Passenger Entertainment System	D	-	0	(M) May be inoperative provided all system components are deactivated.	
40-1	Passenger Address (PA) System					
-1	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used. NOTE Any Station Functions that operate normally may be used.	
-2	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
50-1	Flight Deck Headsets, Earphones/Headphones, and Boom Microphones (Holder of an Air Carrier or Commercial Operator)					
-1	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-2	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-1	Flight Deck Headsets, Earphones/Headphones, and Boom Microphones (Holder of an Air Carrier or Commercial Operator) (Cont'd)					
-3	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-2	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
50-3	Flight Deck Headsets/Headphones (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	D	-	-	Any in excess of those required by regulation may be inoperative.	
-1	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-2	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-3	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-4	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-5	Cockpit Speakers	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) An operative Headset is provided for each crewmember. b) There is one spare operative headset available in the flight compartment. 	
60-1	Static Discharge Wicks (With Wing Tip Tanks)	C	15	12	Up to three Discharge Wicks may be missing or broken in accordance with the following distribution locations: <ol style="list-style-type: none"> a) One on each Wing, b) One on the Elevator, and c) One on rear fuselage or rudder. 	
	(Without Wing Tip Tanks)	C	13	10	Up to three Discharge Wicks may be missing or broken in accordance with the following distribution locations: <ol style="list-style-type: none"> a) One on each Wing, b) One on the Elevator, and c) One on rear fuselage or rudder. 	
70-1	Cockpit Voice Recorder (CVR)					
-1	Certificate Holder with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. 	
-2	Certificate Holder Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
-3	For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-4 ***	Independent Power Source	C	1	0		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
21-1	AC Generators	C	2	1	One may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Affected AC Generator remains OFF.	
-1	LH (RH) AC GENERATOR Signal Cell (Except L 410 NG)	C	2	0	May be inoperative provided: a) Windshield Heating is checked for operation prior to takeoff, b) Windshield Heating Signal is operative, and c) Propeller Deicing Signal is operative.	
22-1	Inverters 115V (Except L 410 NG)	B	2	1	One may be inoperative for Day VMC operations provided INVERTER SELECT 115V change-over-switch is installed and selected to the operative inverter.	
25-1	115V AC Signal Cell (Inverter I 115 VAC) (Inverter II 115 VAC) (Except L 410 NG)	B	2	1	(O) May be inoperative provided: a) Both Inverters are operative, and b) Voltage 115V is monitored during flight.	
25-2	36V AC Signal Cell (Inverter I 36 VAC) (Inverter II 36 VAC) (Except L 410 NG)	B	2	1	(O) One may be inoperative provided: a) Both 36V AC Inverters are operative, and b) Voltage 36V is monitored during flight.	
25-3	26V AC Signal Cell (BUS I 26 VAC) (BUS II 26 VAC) (L 410 UVP-E20 Only)	B	2	1	(O) One may be inoperative provided both inverters are verified operative prior to each takeoff.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
40-1	External Power					
-1	EXT. POWER SUPPLY Signal Cell (Except L 410 NG)	D	1	0	May be inoperative provided External Power Supply is not used.	
-2	External Power Supply Plug	D	1	0	May be inoperative provided External Power Supply is not used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-1 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.	
00-2	"FASTEN SEAT BELTS" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
10-1	Navigators Table and Map Spring Bracket	D	1	0	May be inoperative or missing.	
10-2	Pilot Seat Adjustment Mechanism	B	2	0	(M) May be inoperative provided affected seat is secured in a position acceptable to the affected crewmember.	
10-3 ***	Cockpit Smoke Vision System (CSV)	D	-	0	May be inoperative or missing.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10-4	Observer Seat(s)					
-1	Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is available to an FAA Inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
-2	Observer Seat(s)	A	1	0	May be inoperative provided: a) Required minimum safety equipment (Safety Belt) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when the minimum safety equipment (Oxygen and Safety Belt) is functional and the Inspector determines the conditions to be acceptable. NOTE 2: The pilot in command (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy any Observer Seat(s).	
-3	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	1	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any Observer Seat(s).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Passenger Seats					
-1	Passenger Seats (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY." NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
-2 ***	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
-3	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT," and c) Procedures are established to alert cabin crew of inoperative restraining bar.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Passenger Seats (Cont'd)					
-4 ***	Armrest					
-a	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in the taxi, takeoff, and landing (TTL) position.	
-b	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-5	Seat Belt/Air Bag Restraint System					
-a	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY."	
-b ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-1	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type certificate (TC), • STC, • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer (OEM) Weight and Balance (W&B) source document, and b) Repairs are made within 120 consecutive calendar-days.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-1	Emergency Medical Equipment					
-1	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-2	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-3	First Aid Kit (FAK) and/or Associated Equipment	D	-	1	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-2	PUSH TO CALL CREW Button	C	2	0	May be inoperative provided: a) Affected push button is placarded "INOPERATIVE," and b) Passengers are briefed.	
60-3	CABIN CALL Signalization System	C	1	0	May be inoperative provided: a) PUSH TO CALL CREW Push Buttons are placarded "INOPERATIVE," and b) Passengers are briefed.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-1	Flotation Equipment					
-1	Flotation Device (TSO-C72)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-2	Life Preserver (TSO-C13)	D	-	-	Any in excess of those required by 14 CFR or Extended Overwater flight may be inoperative.	
		D	-	-	(O) Individual Life Preservers may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative Life Preserver and affected seat are placarded inoperative, c) Inoperative Life Preserver is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
64-1	Life Rafts	D	-	-	May be inoperative or missing provided Extended Overwater flight is not conducted.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Engine Fire Warning Bell (Except L 410 NG)	B	1	0	May be inoperative provided both Fire Warning Lights are operative.	
	"Left/Right Engine Fire" Voice Alert (L 410 NG Only)	B	1	0	May be inoperative provided both LEFT (RIGHT) ENGINE FIRE Red Warnings are operative.	
10-2	Front Baggage Compartment Fire Detection System	C	1	0	May be inoperative provided Front Baggage Compartment remains empty.	
10-3	Rear Baggage Compartment Fire Detection System (Except L 410 NG)	C	1	0	May be inoperative provide Rear Baggage Compartment remains empty.	
20-1	Front Baggage Compartment Fire Extinguishing System	C	1	0	May be inoperative or extinguisher empty provided Front Baggage Compartment remains empty.	
20-2	Rear Baggage Compartment Fire Extinguishing System (Except L 410 NG)	C	1	0	May be inoperative or extinguisher empty provided Rear Baggage Compartment remains empty.	
22-1	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it cannot be mistaken for an operative unit, and b) Required distribution is maintained.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Aileron Trim Tab Position Indicator/Indication	C	1	0	(O) May be inoperative provided: a) Tab operation is visually checked for full range of operation, and b) Tab is verified in neutral position prior to each takeoff.	
	Aileron Trim				DELETED Revision 2.	
20-1	Rudder Trim Tab Position Indicator/Indication	C	1	0	(O) May be inoperative provided: a) Tab operation is visually checked for full range of operation, and b) Tab is verified in neutral position prior to each takeoff.	
51-1	Wing Flap Position Signal Cells (Except L 410 NG)	C	3	2	One may be inoperative provided FLAPS 18 signal is operative.	
		B	3	0	May be inoperative provided: a) Flap extension angle is verified to correspond to Flap Control Lever position prior to each takeoff, b) Flap extension and retraction aerodynamic effect is monitored in flight, and c) FLAPS 18° signal cell (annunciator) is operative.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-2	FLAPS 18 Signal Cell (Amber Annunciator) (Except L 410 NG)	B	1	0	May be inoperative provided all three Wing Flap Position Indicator Signal Cells are operative.	
60-1	Spoiler Control System	C	1	0	May be inoperative provided: a) Spoilers are in retracted position, and b) SPOILERS circuit breaker switch remains OFF.	
-1	SPOILERS Signal Cell (White) (Except L 410 NG)	C	1	0	May be inoperative and Spoilers used provided Spoilers are visually verified operative prior to each takeoff.	
	SPOILERS EXTEND Indication (White Advisory message) (L 410 NG Only)	C		0	May be inoperative provided Spoiler Control is considered inoperative.	
-2	SPOILERS ARMED Indication (Cyan Status Message) (L 410 NG Only)	C	1	0	May be inoperative provided Spoiler Control is considered inoperative.	
60-2	Automatic Bank Control (ABC) System (Except L 410 NG)	C	1	0	May be inoperative provided: a) Both ABC Tabs are verified in the retracted position, b) Both PROP FEATHERING/AUT. BANK CONTROL circuit breaker switches are selected ON, and c) AUT. BANK CONTROL switch remains OFF.	
-1	AUT. BANK CONTROL Signal Cell (Green) (Except L 410 NG)	C	1	0	(O) May be inoperative provided ABC System is verified operative prior to each takeoff.	
-2	AUT. BANK CONTROL Signal Cell (Amber L-420/ White L 410 UVP-E20) (Except L 410 NG)	C	1	0	(O) May be inoperative provided ABC System is verified operative prior to each takeoff.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10-1 ***	Wing Tip Fuel Tank System					
	(Without Central Pressure Refueling)	D	2	0	May be inoperative provided both Wing Tip Tanks are verified empty.	
	(With Central Pressure Refueling)	D	2	0	(M) May be inoperative provided: a) Both Wing Tip Tanks are verified empty, b) Both Wing Tip Tank VALVE CLOSED push buttons are depressed, and c) Both Wing Tip Tank VALVE CLOSED push buttons are placarded to remain depressed.	
-1	Wing Tip Fuel Tank Quantity Indicator/Indication	C	2	0	May be inoperative provided Wing Tip Fuel Tanks are verified Empty.	
20-1 ***	Central Pressure Refueling System	D	1	0	(M) May be inoperative provided: a) PRESSURE FUELING circuit breaker switch remains OFF, b) Overwing fueling procedures are used, and c) Central Pressure Refueling System does not leak fuel.	
20-2 ***	Digital Protractor (Aircraft Level on Cockpit Bulkhead, Central Pressure Refueling Only) (Except L 410 NG)	D	1	0	May be inoperative and Central Pressure Fueling used provided: a) Fueling is performed with wing in level horizontal position, and b) LH and RH Fuel Quantity is verified equal after fueling.	
21-1	FUEL BY-PASS Signal Cells (Except L 410 NG)	B	2	1	(M) May be inoperative provided: a) Fuel Filter Insert of associated Engine is checked for purity before dispatch, and b) Fuel By-Pass Sensing Units are verified not to leak fuel.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
24-1	Fuel Transfer System	C	1	0	May be inoperative provided Wing Tip Fuel Tanks are Empty.	
-1	(LH/RH) FUEL TRANSFER Signal Cells (Except L 410 NG)	C	2	0	May be inoperative provided Wing Tip Fuel Tanks are Empty.	
	(LH/RH) FUEL TRANSFER Indication (L 410 NG Only)	C	2	0	May be inoperative provided Wing Tip Fuel Tanks are Empty.	
-2	ACTUATE TRANSFER Signal Lights (Except L 410 NG)	C	2	0	May be inoperative provided Wing Tip Fuel Tanks are Empty.	
	ACTUATE L/R FUEL TRANSF Indication (L 410 NG Only)	C	2	0	May be inoperative provided Wing Tip Fuel Tanks are Empty.	
41-1	MINIMUM FUEL Signal Cells (Except L 410 NG)	B	2	1	One may be inoperative provided: a) All Fuel Quantity Indicators are operative, and b) Fuel quantify is monitored in flight.	
	MINIMUM FUEL Indication (L 410 NG Only)	B	2	1	LH or RH may be inoperative provided: a) Opposite MINIMUM FUEL Indication is operative, b) Fuel Quantity Indication is operative, and c) Fuel quantity on the affected side is monitored in flight.	
43-1	FUEL TEMPERATURE Signal Cells (L-420 Only)	C	2	1	One may be inoperative provided: a) Associated Fuel Pressure Gauge is operative, and b) Associated FUEL BY-PASS Signal Light is operative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
44-1	Fuel Pressure Indicators (on 3-in-1 Indicatory) (Except L 410 NG)	B	2	1	(O) One may be inoperative provided both minimum FUEL PRESSURE Signal Cells are verified operative prior to each flight.	
	Fuel Pressure Indication (Except L-420)	B	2	1	(O) One may be inoperative provided LH and RH FUEL PRESS LOW Indication is verified operative prior to each flight.	
44-2	FUEL PRESSURE Signal Cells (Except L 410 NG)	B	2	1	One may be inoperative provided both Fuel Pressure Indicators are operative.	
	FUEL PRESS LOW Indication (L 410 NG Only)	B	2	1	LH or RH FUEL PRESS LOW Indication may be inoperative provided Fuel Pressure Indication is operative.	
44-3	FUEL CROSSFEED Signal Cell (Except L 410 NG)	B	1	0	(O) May be inoperative provided Fuel Crossfeed is verified operative prior to each takeoff.	
	FUEL CROSSFEED Indication (L 410 NG Only)	B	1	0	(O) May be inoperative provided Fuel Crossfeed is verified operative prior to each takeoff.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
16-1	Hydraulic Reservoir Air Pressure Indicator (Left Engine Nacelle) (Except L 410 NG)	B	1	0	(M) May be inoperative provided: a) Hydraulic System (Power Source) and Brake Accumulator Pressure Indicators on dual pressure indicator are operative, b) Both Brake Pressure Indicators on dual indicator are operative, and c) Hydraulic System Reservoir is verified not have detectable air leakage.	
	Hydraulic Reservoir Air Pressure Indication (Left Engine Nacelle) (L 410 NG Only)	B	1	0	(M) May be inoperative provided: a) HYDRAULIC MAIN Pressure Indication and BRAKE ACCUM Pressure Indication are verified operative prior to first flight of each flight-day, b) BRAKE LH and RH Indication are verified operative prior to each flight, and c) Hydraulic System Tank is verified not have detectable air leakage prior to first flight of each flight-day.	
30-1	Brake Accumulator Pressure Indicator (Except L 410 NG)	B	1	0	(O) May be inoperative provided: a) Both Dual Brake Pressure Indicators are operative, and b) Brake Accumulator is verified operative prior to flight.	
	BRAKE ACCUM Pressure Indication (L 410 NG Only)	B	1	0	(O) May be inoperative provided: a) BRAKE LH and RH Pressure Indication is operative, and b) Brake Accumulator is verified operative prior to flight.	
	Hydraulic Signal Cell (HYDRAUL)				DELETED Revision 2.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Surface Deicing System (Except L 410 NG)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) DEICING AIRFRAME circuit breaker switch remains OFF, and c) All Surface Deice Boots are suctioned smooth.	
	(L 410 NG Only)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) AIRFRAME DE-ICE circuit breaker switch remains OFF, and c) All Surface Deice Boots are suctioned smooth.	
-1	Automatic Mode of the Airframe Pneumatic Deicing System	C	1	0	May be inoperative provided Manual Airframe Pneumatic Deicing is verified operative.	
20-1	Inertial Separator Vane System (Except L 410 NG)	B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5 °C, c) SEPARATOR VANE circuit breaker switches remain OFF, and d) Separator Vanes are in retracted position with Oil Cooler Vane in correct position.	
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Inertial Separator Vane System (Except L 410 NG) (Cont'd) (L 410 NG Only)					
		B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5°C, c) SEPARATOR VANE ENGINE AIR INTAKE LH and RH circuit breaker switches remain OFF, and d) Separator Vanes are in retracted position with Oil Cooler Vane in correct position.	
-1	SEPARATOR VANE Signal Cell (Except L 410 NG)	C	2	0	(O) May be inoperative provided Separator Vanes are verified operative prior to each takeoff.	
	LH/RH ENGINE ANTI-ICE Indication (White or Cyan) (L 410 NG Only)	C	2	0	(O) May be inoperative provided Separator Vanes are verified operative prior to each takeoff.	
30-1	Pitot Heater	B	2	1	(O) Left may be inoperative provided: a) Aircraft is operated VMC only, b) RH Pitot Heater is verified operative, and c) Aircraft is not operated in known or forecast icing conditions.	
30-2	PITOT HEATING Signal Lamp (Amber) (Except L 410 NG)	C	1	0	May be inoperative provided all five Signal Lights (green) on Heating Control Panel are operative.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-3	Anti-Ice Heating Switch Indicator Lights (Heat Control Panel (Green) Lights) (Except L 410 NG)	C	5	0	(O) May be inoperative provided: a) Respective Heater is verified operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated in visible moisture at or below 5°C.	
30-4	Static Pressure Head Heating (Static Port) (Except L 410 NG)	B	2	1	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5°C. c) Remaining Static Port Heater is verified operative prior to each flight, and d) Affected STATIC HEADS heat control push button remains OFF.	
	(L 410 NG Only)	B	2	1	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5°C, c) Remaining Static Port Heater is verified operative prior to each flight, and d) Affected LH (RH) STAT circuit breaker is switched OFF.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-5	Stall Probe Heating (Except L 410 NG)	B	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5°C, and c) STALL PROBE heat control push button switch remains OFF.	
	(L 410 NG Only)	B	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in visible moisture at or below 5°C, and c) STALL circuit breaker remains OFF.	
40-1	Windshield Heating (Except L 410 NG)	B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Affected Windshield Heating circuit breaker switch remains OFF.	
	(L 410 NG Only)	B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Affected WINDSHIELD HEATING RH (LH) remains OFF.	
-1	WINDSHIELD HEATING Signal Light (Green) (Except L 410 NG)	C	2	1	(O) One may be inoperative provided affected Windshield Heating is verified operative.	
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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<p>AIRCRAFT: Aircraft Industries L-410 Turbolet</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-1	Windshield Heating (Except L 410 NG) (Cont'd)					
	LH/RH WINDSHIELD HEAT ON Indication (L 410 NG Only)	C	2	1	(O) One may be inoperative provided affected Windshield Heating is verified operative.	
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
40-2	Windshield Wiper System	C	1	0	May be inoperative or missing provided: <ul style="list-style-type: none"> a) No precipitation is forecasted at the takeoff and destination aerodromes, b) Wiper is not required for intended operation, and c) Wiper Throttle Cock remains closed. <p style="margin-left: 20px;">NOTE: Takeoff and destination aerodromes include any takeoff and destination alternate aerodromes required by the operational rules.</p>	
60-1	Propeller Deicing System	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in known or forecast icing conditions, and b) Propeller Deice circuit breaker switch remains OFF. 	
-1	PROPELLER DEICING Signal Cell (Amber) (Except L 410 NG)	C	2	0	May be inoperative provided Propeller Deicing System is considered inoperative.	
	LEFT/RIGHT PROP. HEAT FAIL Indication (L 410 NG Only)	C	2	0	May be inoperative provided Propeller Deicing System is considered inoperative.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
80-1	Rotary Ice Detector	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Static Ice Detector Heating is operative.	
		C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Aircraft is not operated in visible moisture at or below 5°C.	
-1	ICING Signal Cell (Amber) (Except L 410 NG)	C	1	0	May be inoperative provided Rotary Ice Detector is considered inoperative.	
	ICE CONDITION Indication (Yellow Caution Message) (L 410 NG Only)	C	1	0	May be inoperative provided Rotary Ice Detector is considered inoperative.	
80-2	Static Ice Detector	D	2	1	One may be inoperative.	
		C	2	0	(O)(M) May be damaged or missing provided: a) Rotary Ice Detector is operative, and b) Alternate procedures are established and used to visually monitor for ice accretion.	
		B	2	0	May be inoperative for night operations provided the operations are not conducted into known or forecasted icing conditions.	
-1	Static Ice Detector Heating	C	2	0	(O) May be inoperative provided: a) Rotary Ice Detector is operative, and b) Alternate procedures are established and used to visually monitor for ice accretion.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Independent Clocks	C	-	1		
		C	-	0	May be inoperative for VFR operation.	
30-1	Flight Data Recorder (FDR) System (Air Carrier/Commercial Operator Certificate Holders)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-1	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
-2	FDR Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar-days. 	
-3	FDR Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance visit.	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Flight Data Recorder (FDR) System (Cont'd)					
-4	(Other Than Air Carrier/Commercial Operator Certificate Holders)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
36-1 ***	Acceleration Monitoring Unit	D	1	0		

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
40-1	Parking Brake	B	1	0	May be inoperative provided: a) Aircraft is double chocked during parking, b) Pedal Brakes are applied for all-engine start or run on ground, and c) In case of Emergency Evacuation, one pilot must hold Pedal Brakes until evacuation is complete.	
-1	Parking Brake Pressure Indicator (Except L 410 NG)	B	1	0	May be inoperative provided Parking Brake is considered inoperative.	
		C	1	0	(O) May be inoperative provided: a) Parking Brake system does not leak pressure, and b) Parking Brake is verified operative after each engine start and before each engine shutdown.	
	PARKING BRAKE PRESS Indication (L 410 NG Only)	B	1	0	May be inoperative provided Parking Brake is considered inoperative.	
		C	1	0	(O) May be inoperative provided: a) Parking Brake system does not leak pressure, and b) Parking Brake is verified operative after each engine start and before each engine shutdown.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
40-2	Brake Antiskid System	C	1	0	May be inoperative provided: a) Aircraft is operated only on dry hard surface runway, and b) Operations are conducted in accordance with the Performance Data of the AFM with 1.05 Runway Surface Coefficient applied.	
-1	LH (RH) BRAKE RELEASED Signal Cell (Except L 410 NG)	C	2	1	(O) One may be inoperative provided aircraft does not exhibit asymmetric braking.	
	LH/RH ANTI-SKID ACTIVE Indication (L 410 NG Only)	C	2	1	(O) One may be inoperative provided aircraft does not exhibit asymmetric braking.	
40-3	Dual Brake Pressure Indicator (Except L 410 NG)	C	1	0	(O) May be inoperative provided: a) Power Source Hydraulic Pressure Indicator is operative, b) Brake Accumulator Hydraulic Pressure Indicator is operative, c) Brake Antiskid System is operative, and d) Brake operation is verified with differential braking prior to takeoff.	
	BRAKE LH/RH Indication (L 410 NG Only)	C	1	0	(O) May be inoperative provided: a) HYDRAULIC MAIN Pressure Indication is operative, b) BRAKE ACCUM Pressure Indication is operative, c) Brake Antiskid System is operative, and d) Brake operation is verified with differential braking prior to takeoff.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
50-1	Nosewheel MANUAL STEERING Signal Cell (Except L 410 NG)	C	1	0	May be inoperative provided Nosewheel Manual Steering is considered inoperative	
	GEAR STEERING MANUAL Indication (L 410 NG Only)	C	1	0	May be inoperative provided Nosewheel Manual Steering is considered inoperative.	
50-2	Nosewheel PEDAL STEERING Signal Cell (Except L 410 NG)	C	1	0	(O) May be inoperative provided: a) Nosewheel Steering is switched to PEDAL STEERING, and b) Pedal Steering is operative prior to each takeoff.	
	GEAR STEERING PEDAL Indication (L 410 NG Only)	C	1	0	(O) May be inoperative provided: a) Pedal Steering is verified operative prior to each takeoff, and b) PEDAL position of the NOSEWHEEL STEERING Switch is verified before takeoff and landing.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-1	Landing Gear Position Mechanical Indicators	C	3	0	May be inoperative provided: a) EXTEND LAND. GEAR Signal Cell is operative, and b) Landing Gear Warning Horn is operative.	
60-2	EXTEND LAND. GEAR Signal Cell (Except L 410 NG)	B	1	0	(M) May be inoperative provided Landing Gear Warning Horn is verified operative before the first flight from the discovery of this failure.	
	GEAR Indication (Yellow Caution Message) (L 410 NG Only)	B	1	0	(M) May be inoperative provided "Gear" voice alert is verified operative before the first flight from the discovery of this failure.	
60-3	Landing Gear Warning Horn (Except L 410 NG)	B	1	0	(M) May be inoperative provided EXTEND LAND. GEAR Signal Cell is verified operative before the first flight from the discovery of this failure.	
	"Gear" Voice Alert (L 410 NG Only)	B	1	0	(M) May be inoperative provided GEAR Indication is verified operative before the first flight from the discovery of this failure.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided: a) Remaining Light System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch indicator lights and/or annunciations are excluded from this light relief.	
20-1	Cabin Interior Lighting	D	-	0	May be inoperative provided passengers are not carried.	
		C	-	0	May be inoperative for day operation only.	
		C	-	-	Individual lights may be inoperative provided: a) 1/3 of installed cabin lights are operative, and b) Inoperative lights are not part of Cabin Emergency Lighting. NOTE: When multiple individual lights are inoperative it may be necessary to operate both Passenger Cabin 1/3 and 2/3 circuit breaker switches to provide sufficient cabin lighting.	
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Cabin Interior Lighting (Cont'd)					
-1	Convenience Lighting (2 Cabin Light Bulbs Controlled by Door Switch) (Except L 410 NG)	D	2	0	May be inoperative provided Passenger Cabin Lights (1/3 or 2/3) are used with passengers on board.	
	ORIENT. LIGHTING (2 Cabin Light Bulbs Controlled by Door Switch) (L 410 NG Only)	D	2	0	May be inoperative provided Passenger Cabin Lights (1/3 or 2/3) are used with passengers on board.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
20-2	FASTEN SEAT BELTS Passenger Sign	C	1	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to advise passengers to fasten seat belts.	
		C	1	0	May be inoperative provided passengers are not carried.	
20-3	Toilet Water Closet (WC) Lighting					
-1	Toilet WC Internal Area Lighting	D	1	0	May be inoperative provided Toilet WC is not used.	
-2	WC OCCUPIED Lighted Sign	D	1	0	May be inoperative provided passengers are briefed.	
-3	RETURN TO YOUR PLACE Passenger Sign	D	1	0	May be inoperative provided Toilet WC is considered inoperative.	
		C	1	0	(O) May be inoperative provided: a) Public Address system is operative, and b) Procedures are established and used to advise passengers to return to their place.	
30-1	Cargo Compartment Lights					
-1	Front Baggage Compartment Light (Except L 410 NG)	D	1	0	May be inoperative provided portable light is used to load compartment at night.	
	(L 410 NG Only)	D	2	0	May be inoperative provided portable light is used to load compartment at night.	
-2	Rear Baggage Compartment Light	D	1	0	May be inoperative provided portable light is used to load compartment at night.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-1	Search Lights Landing/Taxi	C	3	1	May be inoperative provided: a) Aircraft is not operated at night, and b) One Landing Light remains operative.	
		B	3	2	One may be inoperative for night operation.	
-1	SEARCH LIGHTS Signal Cell (Except L 410 NG)	C	1	0	May be inoperative provided: a) Searchlights are switched to TAXIING or OFF for ground operation, and b) AFM Limitations are followed.	
	LANDING/TAXI LIGHTS ON Signalization (Cyan Status Message) (L 410 NG Only)	C	1	0	May be inoperative provided: a) Searchlights are switched to TAXIING or OFF for ground operation, and b) AFM Limitations are followed.	
40-2	Position Lights	C	3	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
40-3	Anti-Collision Beacons	C	2	1	One may be inoperative provided aircraft is not operated at night.	
40-4 ***	Logo Lights	D	2	0		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-5	Ice Detector Lighting					
-1	Wing Ice Detector Lights	C	2	1		
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night.	
		C	2	0	May be inoperative provided: a) Rotary Ice Detector is operative, b) Static Ice Detector and Static Ice Detector Lighting are operative, and c) Ground deicing procedures do not require the use of Wing Ice Lights.	
-2	Static Ice Detector Lights	D	2	1		
		C	2	0	May be inoperative provide aircraft is not operated in known or forecast icing conditions at night.	
		C	2	0	May be inoperative provided: a) Rotary Ice Detector is operative, and b) Wing Ice Detector Lights are operative.	
50-1	Emergency EXIT Sign Lighting Bulbs	C	8	4	One bulb in each EXIT sign may be inoperative provided the sign remains legible day and night.	
50-2	External Emergency Lights	C	5	0	May be inoperative provided passengers are not carried.	
		B	5	0	May be inoperative provided aircraft is not operated at night.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12-1	Outside Air Temperature Indicator/Indication	B	-	1		
13-1	Vertical Speed Indicators (Except L 410 UVP-E20)	B	2	1	One may be inoperative.	
15-1	Maximum Airspeed Aural Warning (Overspeed) (Except L-420)	B	1	0	May be inoperative provided Airspeed indication is operative.	
16-1	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
-1	Aural Alert	C	1	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
-2	Visual Alert	C	1	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18-1	STALL Indication (L 410 NG Only)	B	1	0	(M) May be inoperative provided: a) "Stall" voice alert is operative, and b) All Airspeed Indication is operative.	
	STALLING Signal Cell (Except L 410 NG)	B	1	0	May be inoperative provided: a) Sound stalling speed signalization (horn) is operative, and b) All Airspeed Indicators are operative.	
20-1	Gyromagnetic Compass System (L-420 Only)	B	2	1	One may be inoperative provided: a) Magnetic Compass is operative, and b) The Affected Heading Indicator is operated in Free Gyro Mode.	
21-1	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Aircraft is operated Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23-1	Non-Stabilized Magnetic Course Indication	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Any combination of two AHRS or Gyro Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. 	
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two AHRS or Gyro Stabilized Directional Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	
24-1	Turn and Bank Indicators	B	2	1	One may be inoperative.	
	Except L-420	B	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Both AHRS are operative, and b) Standby attitude indication (ESI) is operative. 	
42-1	Weather Radar System	C	1	0	May be inoperative provided current weather reports do not indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown.	
-1	Radar Antenna Gyro Stabilization	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative. 	
42-2 ***	Graphics Block (GC 381A) (L-420 Only)	C	1	0	May be inoperative provided Graphic Block is switched OFF.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-1	Terrain Awareness and Warning System (TAWS) (Class A TAWS Required by Regulation)					
-1	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-a	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-b	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-c	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
-d	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callout not required by 14 CFR, and b) Alternate procedures are established and used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-1	Terrain Awareness and Warning System (TAWS) (Class A TAWS Required by Regulation) (Cont'd)					
-1	Ground Proximity Warning System (GPWS) (Cont'd)					
-e ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.	
-2	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-3	Terrain Displays	C	-	1		
		B	-	0		
-4 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-2	Terrain Awareness and Warning System (TAWS) (Class B TAWS Required by Regulation)					
-1	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-a	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-b	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-c ***	Modes 2, 4, and 5	C	3	0		
-d	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
-e ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-2	Terrain Awareness and Warning System (TAWS) (Class B TAWS Required by Regulation) (Cont'd)					
-2	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
-3 ***	Terrain Displays	C	-	0		
-4 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-3	TAWS C/GPWS (Class C TAWS or GPWS Not Required by Regulation)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any Mode that operates normally may be used.	
44-4	Radar Altimeter (RA)	C	-	1	May be inoperative provided TAWS, TCAS II and/or GPWS are operative.	
		A	-	0	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Class A TAWS and/or GPWS are considered inoperative, c) TCAS II is considered inoperative, d) Approach procedures do not require its use, e) Alternate procedures are established and used, and f) Repairs are made within 2 flight-days.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
45-2	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-1	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-2	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-2	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) TA visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
-3	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-4	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-5 ***	Airspace Selection Function	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-1	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-1 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
52-2 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-2 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-1 ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-2 ***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-2 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-3 ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54-1	VOR/ILS	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
		C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
-1	Glide Slope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
-2	Marker Beacon	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
54-2	Distance Measuring Equipment (DME) Systems	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
		D	-	0	May be inoperative provided operations do not require its use.	
54-3 ***	Automatic Direction Finder (ADF)	D	-	-	May be inoperative provided operations do not require its use.	
54-4	Radio Magnetic Indicator (RMI) (L-420 Only)	D	-	0	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source that is not displayed on another indicator is considered inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-1	Area Navigation (RNAV) (Multi-Sensor and/or Global Position System (GPS))					
-1 ***	GPS	C	2	1	One may be inoperative provided: a) Navigation procedures for the planned routes to be flown are not dependent upon the use of GPS only, b) VOR/LOC/GS receivers are operative, and c) Alternate procedures are established and used. NOTE: Alternate procedures should establish that navigation is performed by means of alternate installed ground-based navigation equipment (AHRS, ADF, VOR, DME, and ILS).	
-2 ***	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Passenger Oxygen Equipment (Portable)	C	-	0	May be inoperative or missing provided the aircraft is not operated above 10,000 ft pressure altitude.	
30-1	Portable Protective Breathing Equipment (PBE)	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. 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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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
20-1 ***	Wash Basin	D	1	0	May be inoperative provided: a) Water Tank is empty, and b) Wash Basin is not used.	
30-1 ***	Lavatory Waste Disposal	D	1	0	May be inoperative provided: a) Toilet vessel (collecting bag/waste-holding tank) is empty, b) Lavatory door is placarded "INOPERATIVE - DO NOT ENTER," and c) Lavatory is not used.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-1 ***	Electronic Flight Bag Systems (EFBs)					
-1	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document, which operates normally, may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-2	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-3	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-4	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
20-1 ***	XM Satellite Weather System	C	-	0		

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Cabin Entrance Door Key Lock	D	1	0	May be inoperative provided the inoperative Key Lock does not impede operation of Cabin Door latch mechanism.	
10-2	Crew Entrance Door Key Lock (RH Forward)	D	1	0	May be inoperative provided the inoperative Key Lock does not impede operation of Crew Door latch mechanism.	
30-1	Front Baggage Compartment Door Key Lock	D	1	0	May be inoperative provided the inoperative Key Lock does not impede operation of Baggage Door latch mechanism.	
30-2 ***	Rear Baggage Compartment Door Key Lock (RH Rear External) (Except L 410 NG)	D	1	0	May be inoperative provided the inoperative Key Lock does not impede operation of Baggage Door latch mechanism.	
50-1	Lavatory Door and/or Latch	D	1	0	May be inoperative provided: a) Lavatory Door is secure in the closed position, b) Lavatory door is placarded "INOPERATIVE - DO NOT ENTER," and c) Lavatory is not used.	
60-1	Cabin Entrance Stairs	D	1	0	(O) May be inoperative or missing provided alternate means is established and used for passenger ingress/egress.	
		D	1	0	May be inoperative or missing provided passengers are not carried.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-1	DOOR Warning Signal Cell (Except L 410 NG)	C	1	0	May be inoperative provided: a) A flightcrew member verifies by visual and manual inspection the Cabin Entry Door, Front Baggage Compartment Door, and Rear Baggage Compartment Door (if equipped), are Closed and Latched prior to Engine Start, and b) FASTEN SEAT BELT Sign remains on during the entire flight.	
	CABIN/CARGO/FRONT BAGG. DOOR OPEN/EMERGENCY EXIT OPEN Signalization (L 410 NG Only)	C	1	0	May be inoperative provided: a) A flightcrew member verifies by visual and manual inspection that the affected door are Closed, Latched, and Locked prior to Engine Start, and b) FASTEN SEAT BELT Sign remains on during the entire flight.	

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61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
40-1	FEATHER PUMP Signal Lights (Except L 410 NG)	B	2	0	May be inoperative provided: a) Automatic Feathering System is verified operative prior to each takeoff, and b) Manual Feather Pump operation is verified operative prior to each takeoff.	
	LH/RH PROP FEATHERING Indication (Cyan Status Message) (L 410 NG Only)	B	2	0	May be inoperative provided: a) Automatic Feathering System is verified operative prior to each takeoff, and b) Manual Feather Pump operation is verified operative prior to each takeoff.	
40-2	BETA RANGE Signal Lights (Except L 410 NG)	B	2	0	May be inoperative provided Propeller Reverse is not selected.	
	LH/RH BETA RANGE Indication (L 410 NG Only)	B	2	0	May be inoperative provided Propeller Reverse is not selected.	
	AUTO FEATHER Signal Cell				DELETED Revision 2.	
	BETA STOP Test Light				DELETED Revision 2.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
31-1 ***	Fuel Flow Rate Indication (Except L 410 NG)	C	2	1	May be inoperative provided: a) Both FUEL PRESSURE Indicators are operative, and b) Associated FUEL PRESSURE Signal Cell is operative.	
	(L 410 NG Only)	C	2	1	May be inoperative provided: a) Fuel Pressure Indication is operative, and b) Associated FUEL PRESS LOW Indication is operative.	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
20-1	MAX ITT Signal Light (Amber Light RH Control Panel) (Except L 410 NG) ENGINE OVERLIMITS Signal Cell	B	2	0	May be inoperative provided: a) Both ITT indicators operate normally, and b) Both ENG OVER LIMIT signalizations are operative. DELETED Revision 2.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
31-1	OIL PRESSURE Signal Cell (Amber) (L 410 UVP-E20 Only)	B	2	1	One may be inoperative provided Oil Pressure Indicator is monitored.	
31-2	MINIMUM OIL PRESSURE Signal Cell (Red)(L-420 Only)	B	2	1	One may be inoperative provided Oil Pressure Indicator is monitored.	
	OIL PRESSURE Signal Cell (Amber) (L 410 UVP-E20 Only)	B	2	1	One may be inoperative provided Oil Pressure Indicator is monitored.	
	LEFT/RIGHT OIL PRESS LOW Indication (L 410 NG Only)	B	2	1	One may be inoperative provided Oil Pressure Indicator is monitored.	
31-3	OIL BY-PASS Signal Cell (Amber) (Except L 410 NG)	B	2	1	(M) One may be inoperative provided Oil Filter Insert of appropriate Engine is checked for purity before takeoff.	
	LH/RH OIL FLTR BY-PASS Indication (L 410 NG Only)	B	2	1	(M) One may be inoperative provided Oil Filter Insert of appropriate Engine is checked for purity before takeoff.	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
00-1	ENGINE STARTING Signal Cell (Amber) (Except L 410 NG)	B	1	0	May be inoperative provided following procedure during the engine starting is performed: Switch OFF the LH (RH) ENGINE STARTING switch 20 seconds after pressing the ENGINE STARTING push button, and then switch ON the ENGINE STARTING circuit breakers after successful engine starting. NOTE: Pay attention to engine parameters on engine indicators during engine starting.	
	ENGINE STARTING Indication (Cyan Status Message) (L 410 NG Only)	C	1	0	May be inoperative provided following procedure during the engine starting is performed: Switch OFF the LH (RH) ENGINE STARTING switch 20 seconds after pressing the LEFT ENGINE (RIGHT ENGINE) – ENGINE START push button, and then switch ON the LH (RH) ENGINE STARTING switch after successful engine starting. NOTE: Pay attention to engine parameters on engine indicators during engine starting.	
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82. Water Injection

Sequence No.	Item	1	2	3	4	Change Bar
00-1	Water Injection System (L-420 Only)	D	1	0	May be inoperative provided: a) Water Injection System is not required for Takeoff Performance per AFM Section 5, Performance, and b) Water Injection System circuit breaker switch remains OFF.	