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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 11/21/2019

Costruzioni Aeronautiche Tecnam S.p.A P2012

Jeffrey Rock, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Small Aircraft Branch (MKC-AEG)
901 Locust Street, Room 332
Kansas City, MO 64016

Telephone: (816) 329-3233
Fax: (816) 329-3241
Email: 9-AVS-AFS-100@faa.gov

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LOG OF REVISIONS

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision Original**.

PAGE NO.	EXPLANATION OF CHANGE
ALL	Original document. All pages new.

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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.

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PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
21-40-1	(M) Maintenance procedure to deactivate the heating system is: a) Pull out and secure the "COMBUSTION HEATER" breaker, and b) Cabin heater switch OFF and placard it "INOP", c) Inspect to determine no fuel leaks or electrical faults exist.
21-50-1	(M) Maintenance procedure to deactivate the air conditioning system is: a) Pull out and secured the "A/C CTRL", "A/C EVAP LH", A/C EVAP RH" breakers, and b) Put OFF the air conditioning switches and placard them "INOP".
22-10-1	(M) Maintenance procedure to deactivate the autopilot is: a) Pull out and secure A/P SERVOS and A/P CNTRL breakers, and b) Autopilot master switch OFF and placard it "INOP". (O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations).
25-11-1-2-1/2	(M) Maintenance procedure to secure, lock and/or block horizontally and vertically the affected seat in a certain position, acting on seat rail pins blocking the manual adjustment mechanism.
25-21-1	(M) Placard "DO NOT OCCUPY" must be used.
28-41-2	(O) OPERATIONAL PROCEDURE a) Prior to flight, the flightcrew must review fuel imbalance limitations. b) The flightcrew must brief on the loss of a low fuel quantity annunciator. c) During aircraft operation the fuel level must be monitored to make sure that adequate fuel is available.
30-31-1	(M) Maintenance procedure to deactivate Pitot Heat system: a) Place pitot heat switches in OFF position and placard them "INOP", and b) Pull out and secure the "PITOT HEAT" breakers.
31-22-1	(O) To record flight time based on correct use of aircraft flight log-book or equivalent.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
32-40-1	(O) Operations procedure to prevent airplane movement when stopped or parked as per applicable AMM and use of adequate chocks on wheels. The pilot shall keep the brakes depressed at all times when the aircraft needs to be stationary and/or use adequate chocks when aircraft is parked.
33-20-2	(O) Procedure to ensure that passengers receive the appropriate briefings.
34-40-1	(M) Maintenance procedure to deactivate the TCAS is: a) Pull out and secure the "TCAS" breaker

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-20-01	Cockpit Air Outlets	C	2	0		
21-20-02	Cabin Air Outlets	C	-	0		
21-40-1 ***	Heating System (Optional Combustion Heater)	C	-	0	(M) May be inoperative.	
21-40-2	Cockpit Air Fan/Heat (Defrost and Legs)	C	2	0	One or both may be inoperative provided the aircraft is not operated in known or forecasted icing conditions or POH/AFM defined icing conditions.	
		C	2	1	One (Defrost or Legs) may be inoperative.	
21-50-1 ***	Air Conditioning System (Optional Equipment)	D	-	0	(M) May be inoperative.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-1 ***	Autopilot	B	1	0		
		C	1	0	May be inoperative provide operations do not require its use. (M) Maintenance procedure to deactivate the autopilot is: a) Pull out and secure the A/P SERVOS and A/P CNTRL breakers, and b) Autopilot master switch OFF and placard it "INOP". (O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, etc.).	
22-10-2 ***	Autopilot Disconnect Functions (Quick release controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 ft AGL, and b) Approach minimums do not require the use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
22-10-4 ***	Yaw Damper	C	-	0	May be inoperative provided autopilot is not used.	
22-10-5 ***	Control Wheel Steering (CWS)	C	-	0		
22-10-6 ***	TO/GA Button	C	1	0	May be inoperative provided Flight director is not used for takeoff or during go-around.	
22-10-7 ***	Right Course Select Knob (CRS2)	C	1	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
23-10-1	Flight Deck Headsets Earphone/Headphones and Boom Microphones					
	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.	
23-10-1	Headset Boom Microphones					
	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.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
	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 regulations.	
		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
23-10-1-2	Headsets Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	-	Any in excess of those required by regulation may be inoperative.	
23-10-1-3	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
23-10-2	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.	
23-10-3	Audio Selector Panel (GMA 350C)					
23-10-3-1	Audio Selector	C	-	0	Individual selectors may be inoperative provided: <ol style="list-style-type: none"> a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by 14 CFR. 	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-10-2-2	Mic Selector (COM 1 MIC, COM 2 MIC, PA Button)	C	3	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and b) Associated communication system is not required by 14 CFR.	
23-10-2-3	Speaker Selector	C	1	0	May be inoperative provided speakers are not required or used.	
23-10-2-4	Volume Control (Co-pilot)	C	1	0	May be inoperative provided associated volume is acceptable to flightcrew.	
23-10-2-5	Volume Control (Passenger)					
23-10-2-5-1		C	1	0	May be inoperative provided no passengers are carried.	
23-10-2-5-2		C	1	0	May be inoperative provided volume is acceptable to passengers.	
23-10-2-6	Volume/Squelch Knob	C	1	0	May be missing provided associated control is considered inoperative.	
23-10-2-7	Squelch Control					
23-10-2-7A		C	1	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
23-10-2-7B		C	1	0	Right Side may be inoperative for single pilot operations.	
23-10-2-8	Automatic Dimming	C	1	0	May be inoperative provided annunciator intensity is acceptable to flightcrew.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-10-2-9 ***	Telephone Ringer					
23-10-2-9A		C	1	0	May be inoperative provided flight phone is considered inoperative.	
23-10-2-9B		C	1	0	May be inoperative provided alternate procedures are established and used.	
23-10-2-10	Auxiliary Entertainment Inputs (MUSIC 1, MUSIC 2)	C	-	0		
23-10-3	Flightcrew Compartment Speakers	C	1	0	May be inoperative provided: a) System is not required by 14 CFR, b) Affected speaker is not required for procedures, and c) Headset is used for associated inoperative speaker including during emergency procedures.	
23-10-4	Handheld Microphones	C	-	0	May be inoperative provided each crewmember must have an operative headset microphone.	
23-10-5	PTT (Push to talk) Switches	D	2	0	May be inoperative provided hand microphone is operative.	
23-10-6	Headset Audio System	C	-	0	May be inoperative provided associated cockpit speaker is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-10-7	Communications Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
23-10-8	Data Link					
23-10-8-1 ***	Iridium Data Link (Optional Equipment)	D	-	0	May be inoperative.	
23-60-1	Static Wicks					
23-60-1-1	Left Wing/Aileron	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
23-60-1-2	Right Wing/Aileron	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
23-60-1-3	Left Elevator	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
23-60-1-4	Right Elevator	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	
23-60-1-5	Rudder	C	2	1	One may be damaged or missing provided outermost wick is installed and not damaged.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-40-1	External Power System	D	1	0	May be inoperative.	
24-60-1	USB Ports	C	-	0		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-1	Flightcrew Compartment Seats					
25-11-1-2	Manual Adjustment					
25-11-1-2-1	Horizontally	C	2	0	(M) May be inoperative provided: a) The affected seat is secured and locked, b) The position is acceptable to the flight crewmember, and c) The seat position when the seat is used allows a full travel of the flight controls.	
25-11-1-2-2	Vertically	C	2	0	(M) May be inoperative provided: a) The affected seat is secured and locked, and b) The position is acceptable to the flight crewmember.	
25-11-1-4	Safety Harnesses	C	2	1	Any in excess of one may be inoperative provided: a) The flight is conducted in single pilot operations, and b) The affected seat is not occupied.	
25-11-1-5	Crew Seat Armrest					
22-11-1-5A		C	-	0	May be inoperative provided affected armrest is stowed in retracted position.	
22-11-1-5B		C	-	0	May be inoperative provided affected armrest is removed.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-20-1	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
25-21-1	Passenger Seats					
25-21-1-1	Passenger Seats	D	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat (s) behind and/or adjacent outboard seats.</p>	
25-21-1-2	Under Seat Baggage Restraining System	C	-	0	May be damaged, missing, or inoperative provided: <ol style="list-style-type: none"> a) Baggage is not stowed under seat with affected restraining system, and b) Affected seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT". 	
25-21-1-3 ***	Passenger Seat Armrest	D	-	0	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-50-1	Cargo Restrain System	A	-	0	May be inoperative or missing provided: a) Approved Cargo loading limits are observed. The source documents are only the Type Certificate (TC)/ Supplemental Type Certificate (STC) Airplane Flight Manual (AFM) or the separate TC/STC Weight and Balance Manual (WBM), and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
25-60-1	Electrical Torches/Flash Lights	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
25-60-2	First Aid Kit (FAK) and/or Associated Equipment	D	-	0	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.	
25-61-1 ***	Life Jackets	D	-	-	Any in excess of those required for the intended flight may be inoperative or missing provided the inoperative unit is removed from the airplane, and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-62-1	Fixed ELTs	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.	
		D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by operating rule may be missing.	
-2	Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
25-64-1 ***	Life Rafts	D	-	-	Any in excess of those required for the intended flight may be inoperative or missing provided the inoperative unit is removed from the airplane, and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative.	
25-	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-24-1	Hand fire extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and stored out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-10-1	Aileron Trim Tab Position Indication	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
27-20-1	Rudder trim tab position indication	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
27-30-1	Elevator trim tab position indication	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral (or recommended AFM setting) prior to each departure and neutral position is verified by visual inspection.	
27-40-1 ***	Pitch Trim Transfer Switch	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the Pilot Flying has operable pitch trim prior to each flight.	
27-50-1	Flap position indication	C	1	0	May be inoperative provided: a) Prior to each flight, flaps are visually checked for full travel, b) Flaps operation is not restricted, and c) Flaps are visually checked for proper setting prior to each departure.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-1	Fuel Flow Indication	C	2	0	(O) May be inoperative. Alternate procedures must be developed and used.	
28-41-1	Fuel Quantity Indications	A	2	0	Two (one for each side) may be inoperative provided: a) Fuel Low Level Annunciation is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to a known (dipstick), balanced quantity, d) Flight is restricted to maximum time allowed by measured fuel reduced by 1 hour, e) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, f) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and g) Repairs are made within 3 flight-days.	
28-41-2	Fuel Low Level Indicating Systems	C	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-00-1 ***	TKS System (Optional Equipment)					
30-00-1-1	TKS Quantity indication (Optional Equipment)					
30-00-1-1A		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
		A	1	0	May be inoperative provided: a) TKS Low Level Indicating System is operative, b) Prior to every takeoff, the TKS tank is filled to maximum quantity, c) Flight is restricted to a cumulative maximum of 70 minutes when system is operated in the HIGH position, and d) Repairs are made within 3 flight-days.	
30-00-1-2	TKS Low level indication system (Optional Equipment)					
30-00-1-2A		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
		A	1	0	May be inoperative provided: a) TKS Cockpit Quantity Indication is operative, b) Prior to every takeoff, the TKS tank is filled to maximum quantity, c) Flight is restricted to a cumulative maximum of 70 minutes when system is operated in the HIGH position, and d) Repairs are made within 3 flight-days.	

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-10-1	Airframe Aerodynamic Surface Ice Protection System (Sensors, Pump, Panels) - (Optional Equipment)	B	-	0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions or POH/AFM defined icing conditions.	
30-31-1	Pitot Heating system	A	2	0	(M) May be inoperative provided: a) System is deactivated, b) Heater is not required by 14 CFR, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and d) Repairs are made within 3 flight-days.	
		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Aircraft is operated in accordance with POH/AFM limitations. NOTE: R P/S HEATER amber CAS message will appear on PFD.	
30-41-1	Windshield Heating/ De-Icing System - (Optional Equipment)	C	-	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions or POH/AFM defined icing conditions.	
30-51-1	Surfaces De- Ice/Anti-Ice System - (Optional Equipment)	B	-	0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions or POH/AFM defined icing conditions.	
30-61-1	Propeller De- Ice/Anti-Ice System - (Optional Equipment)	B	-	0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions or POH/AFM defined icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-21-1	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative. (O) May be inoperative provided a procedure is established to record flight time.	
31-22-1	Hour Meter	D	1	0		

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32. Landing Gear						
Sequence No.	Item	1	2	3	4	Change Bar
32-40-1	Parking Brake	C	1	0	(O) May be inoperative provided a procedure is established to prevent undesired movements of the airplane when stopped or parked.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-10-1	Flightcrew Compartment Lighting (Switches Lights, Cockpit Lights and Map Lights)	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting 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.	
33-20-1	Passenger Compartment Lighting (Cabin Lights and Seats Lights)					
33-20-1A		D	-	0	May be inoperative provided passengers are not carried when operating at night.	
33-20-1B		C	-	0	Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	
33-20-2	Cabin Signs (Fasten Seat Belt/ No Smoking)					

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-2	Cabin Signs (Fasten Seat Belt/ No Smoking)					
33-20-2A		C	2	0	(O) May be inoperative provided alternative procedures are established and used for briefing passengers.	
33-20-2B		D	2	0	May be inoperative provided no passenger operations are conducted.	
33-41-1	Navigation/Position Lights	C	2	0	One or more may be inoperative for operations between sunrise and sunset.	
33-43-1 ***	Wing Illumination Light (Optional Equipment)	C	-	0	May be inoperative provided operations are not conducted between sunset and sunrise into known or forecast icing conditions or POH/AFM defined icing conditions.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-44-1	Landing Lights					
33-44-1A		C	2	1	50% of landing lights may be inoperative for the period between sunset and sunrise.	
33-44-1B		C	2	0	One or more may be inoperative for operations between sunrise and sunset.	
33-44-1C	LED Elements	C	24	12	Up to 6 LED Elements per wing tip may be inoperative. NOTE: Landing light is considered operative with a total of six LED elements in each wingtip unit operative, to include Taxi light elements, between sunset and sunrise.	
33-45-1	Taxi Lights	C	2	0	May be inoperative.	
33-50-1	Emergency Lights (Cockpit)	C	2	0	One or more may be inoperative for operations between sunrise and sunset.	
33-50-2	Emergency Door Light	C	1	0	May be inoperative for operations between sunrise and sunset.	
33-51-1	Front Baggage Light	C	1	0	May be inoperative provided day light or alternative lighting is sufficient to illuminate the cargo compartment.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-10-1	Primary Airspeed Indication	C	2	1	One primary airspeed indication can be inoperative provided a stand-by airspeed indication is available.	
34-10-2	Primary Attitude Indication	C	2	1	Primary attitude indication can be inoperative provided a stand-by attitude indication is available.	
34-10-3	Primary Altitude Indication	C	2	1	Primary altitude indication can be inoperative provided a stand-by altitude indication is available.	
34-10-4	Turn and Slip Indicator					
34-10-4-1	Turn Indication	B	2	1	Turn indication on the pilot-flying side may be inoperative for single pilot operations provided operations are conducted under day VFR.	
34-10-4-2	Slip Indicator	C	2	1	Slip indication on the pilot-flying side may be inoperative for single pilot operations provided operations are conducted under day VFR.	
34-10-5	Vertical Speed Indicator	C	2	1	Any in excess of one may be inoperative provided the operative VSI is on the pilot-flying side.	
34-10-6	Outside Air Temperature Sensors	C	2	1		
34-15-1	Altitude Alerting System	C	1	0	May be inoperative provided altitude-alerting system is not part of the equipment required for intended operations.	
34-18-1	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing condition or POH/AFM defined icing conditions.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-20-1	Stabilized Direction Indication	C	2	1	One can be inoperative for single pilot operations provided: a) a stabilized direction indication is operative on the pilot-flying side, and b) magnetic/stand by compass is operative.	
34-20-2	Primary Flight Display (PFD)	B	2	1	PFD RH side can be inoperative for operations not requiring second in command.	
34-22-2	Magnetic/Standby Compass	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Both AHRS heading information sources are operative	
34-25-1	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Autopilot is considered inoperative.	
34-25-2 ***	Chartview (CHART)	D	1	0	May be inoperative NOTE: Comply with POH/AFM limitations	
34-31-1	Marker Beacon (GMA 350C)					
34-31-1-1	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31-1-2	Beacon Annunciator (A, O, M)					
34-31-1-2A		C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
34-31-1-2B		C	3	0	May be inoperative provided remote annunciator panel is installed and operative.	
34-31-1-3B		C	3	0	May be inoperative provided marker audio is operative and used.	
34-31-1-3	Audio Selector/Mute (MKR-MUTE Button)	C	1	0	May be inoperative provided procedures do not require marker audio.	
34-32-1	Approach Aids (e.g. ILS, Satellite Based Augmentation System (SBAS))	B	2	0	May be inoperative under IFR operations provided approaches and missed approaches where navigations is based on the affected item, are not included in the flight plan.	
		D	2	0	May be inoperative under VFR operations.	
34-40-1 ***	Airborne/Traffic Collision Avoidance System (ACAS/TCAS) – (Optional Equipment)					
34-40-1A		B	-	0	(M) May be inoperative provided: a) TCAS is deactivated, and b) Operating procedures do not require its use.	
34-40-1B		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) TCAS is deactivated, and c) Operations are not conducted in airspace where TCAS is required.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-41-1 ***	Weather Radar System (Antenna, Transceiver, Controllers, Displays) – (Optional Equipment)	D	-	0	May be inoperative.	
34-51-1	Navigation Systems (Based on VOR, DME, ADF, Global Navigation Satellite System)	C	4	0	One or more may be inoperative provided: a) The navigation systems required for each segment of the intended flight route are operative, and b) Alternate procedures are established and used, where applicable.	
34-54-2	SSR Transponder Modes	C	1	0	May be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route.	
34-54-2-1	Enhanced Surveillance Functions	D	1	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when not required for the intended flight route.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-54-2-2	Extended Squitter (ADS-B out) Transmissions	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> 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	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any ADS-B function that operates normally may be used.	
34-60-1 ***	FMS Keyboard (GCU 477)	C	1	0	(O) May be inoperative provided PFD or MFD bezel data entry knobs are functioning.	

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52. Doors						
Sequence No.	Item	1	2	3	4	Change Bar
52-10-1	Door Key Locks	D	4	0	May be inoperative provided the lock is secured in the UNLOCKED position.	
52-10-2	Locking Warning Device	D	3	0	One or more may be inoperative provided door is verified secure by means of an external observer (key lock may be used).	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-10-1	Power Percentage Indication	C	2	0		
77-10-2	Exhaust Gas Temperature (EGT) Indication	C	2	0		