



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 02/05/2018

Pilatus Aircraft LTD. PC-12/47E

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
ORIGINAL	02/17/2009	ORIGINAL ISSUE
1	06/02/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), pages 21-3, 28-1, 28-2, 31-1, 34-5, 34-12, 45-1, 46-2, 46-3, 52-2
2	07/16/2012	Cover Page, Table of Contents, Log of Revisions, Control Page, Guidelines for (O) and (M) page IX, Guidelines for (O) and (M), pages XI, 21-2, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 25-1, 25-2, 25-6, 33-1, 33-2, 34-1, 34-4, 34-5, 46-1, 52-2.
2a	03/03/2014	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M) page XI, pages 25-3, 46-2, 46-3, 46-4
2b	08/11/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, pages 23-2, 23-6, 25-4, 25-5, 30-1, 32-1, 33-1, 33-2, 34-2, 34-4, 35-1.
3	02/05/2018	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1, 23-2, 23-6, 24-1, 25-3, 31-1, 32-1, 34-5.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 3**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting.

PAGE NO.	EXPLANATION OF CHANGE
02/17/2009	ORIGINAL ISSUANCE
06/02/2011	<p>Revision 1.</p> <p>Page 21-3, item 21-12, relief added for CPCS CAS message illuminated.</p> <p>Page 28-1, item 28-1, Fuel Quantity Indication (L/R) (Analogue). Relief added for both indications inoperative. FUEL RESET not possible added to both provisos.</p> <p>Page 28-1, item 28-2, Fuel Flow/Fuel Used System. Digital added to title. Page 28-2, item 3, relief added for FCMU Fault CAS displayed. Page 28-2, item 4, relief added for Low LVL Sense Fault CAS displayed.</p> <p>Pages 31-1 Relief added for displayed CAS Messages.</p> <p>Item 4, relief added for CVFDR.</p> <p>Page 34-5, item 9, relief added for Standby Magnetic Compass provided ESIS is installed and operative.</p> <p>Page 45-1, relief added for White CAS Status Messages, Maint Memory Full and No Engine Trend Store.</p> <p>Page 46-2, relief added for item 4, Multifunction Controller, Page 46-3, relief added for Cursor Control Device added in APEX S/W Build 7.</p> <p>Page 52-2, relief added for various CAS Warning Annunciations.</p>
7/16/2012	<p>Revision 2.</p> <p>Page X, Guidelines for (O) and (M), item 21-9 deleted, item 22-1 changed to (O), item 23-12 (M) added. Page XII, Guidelines for (O) and (M), item 28-4 revised.</p> <p>Page 21-2, item 21-3 repair interval and number installed reinstated.</p> <p>Page 22-1, item 22-1, Autopilot. Note made into a proviso prohibiting RVSM operations. Item 22-2, Autopilot Disconnect Functions revised to consider Autopilot Inoperative.</p> <p>Page 23-1, item 23-6 repair interval added for first proviso.</p> <p>Page 23-2 and 23-3, item 23-8, HF Communications System revised in accordance with Policy Letter 106, revision 4.</p> <p>Page 23-4, item 23-12 Emergency Locator Transmitters revised in accordance with Policy Letter 120, revision 1.</p> <p>Pages 23-5 and 23-6 added to incorporate relief for Flight Deck Headsets, Earphones/Headphones and Boom Microphones in accordance with Policy Letter 58, revision 4.</p> <p>Page 25-1, item 25-2, Passenger Seats, repair interval change to D in accordance with Policy Letter 79, revision 8.</p> <p>Page 25-1, item 25-2A) Passenger Seat Recline Mechanism repair interval changed to D in accordance with Policy Letter 79, revision 8. Item 25-2D) Seat Belt Air Bag Restraint Systems added in accordance with Policy Letter 79, revision 8.</p>

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
	<p>Page 25-5, item 25-11, Cockpit Smoke Vision System, added in accordance with Policy Letter 129.</p> <p>Page 33-1, item 33-1 Cockpit and Instrument Lighting System, revised in accordance with Policy Letter 77, revision 2.</p> <p>Page 33-2, item 33-7, Wing Icing Detection Lights revised in accordance with Policy Letter 72, revision 4. Item 33-12 added for Anti-Collision Strobe Light System.</p> <p>Page 34-1, item 34-2, Electronic Standby Instrument System (ESIS) deleted due to its requirement in Emergency Procedures.</p> <p>Page 34-4, item 7 Altitude Preselect and item 8, Altitude Alerting System revised.</p> <p>Page 34-5, item 9, Standby Magnetic Compass, deleted due to its requirement in Emergency Procedures.</p> <p>Page 46-1, item 46-1 B, point c) revised in Remarks and Exceptions to reflect original intent.</p> <p>Page 52-2, items 6 A) and C) number installed changed to 1(CAS Message).</p>
03/03/2014	<p>Revision 2a</p> <p>Page 25-3, relief for Emergency Medical Kits and Automatic External Defibrillators not required by 14 CFR removed and relief for First Aid Kits substituted.</p> <p>Page 46-2, 3, revised relief for various subcomponents of Multifunction Controller.</p> <p>Page 46-4, item 46-6, relief added for Wireless Data Load/Download System.</p>
08/11/2017	<p>Revision 2b</p> <p>Added relief for the Anti-Skid System per STC holder's request. Format change to make document 508 compliant. Updated MMEL to reflect current policy letters.</p>
02/05/2018	<p>Revision 3</p> <p>Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.</p> <p>Updated relief for navigation databases per policy letter 98 revision 1; removed "dry runways" reference from anti-skid; added proviso for generator relief; added relief for the flight data acquisition, storage and transmission system per STC holder's request; added relief back in for AED and EMK.</p>

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FEDERAL AVIATION ADMINISTRATION			
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DEFINITIONS			

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL AND MEL DEFINITIONS.

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FEDERAL AVIATION ADMINISTRATION			
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PREAMBLE			

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or FAA MMEL Policy Letter PL-36, FAR PART 91 MEL APPROVAL.

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 the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

SEQUENCE NO.	PROCEDURE
21-1	(O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 feet MSL, ambient conditions allow safe cockpit/cabin temperature, and the ACS Emergency Shut Off Lever is PULLED.
21-2-A	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-2-B	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-2-C	(O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 feet MSL and that the ACS Emergency Shut Off Lever is PULLED.
21-2-D	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-3	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-4	(O) Operational procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-8	(O) Operations procedure to ensure flight is conducted at IOAT's above -15 degrees C. (M) Maintenance procedure to ensure CB Cabin Heater and Underfloor Heater as well as Cabin Fan and Underfloor Fan are secured OPEN. (M) Maintenance procedure to ensure the Underfloor Heating System is operative and CB Cabin heater and Cabin Fan are secured OPEN.
21-12	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet. (M) Maintenance procedure to ensure the OFV is secured OPEN.
22-1	(O) Operational procedure to ensure that operations (i.e. RVSM) do not require its use.
22-3	(O) Operational procedure to ensure that at FL 200 the aircraft is flown only in balanced flight (Slip Ball centered +/- 1 Ball).
23-7-A	(O) Operational procedure to brief passengers via alternate means.
23-8	(O) Operational procedure to ensure a minimum of two LRCSs are operative.
23-11	(O) Operations procedure to ensure alternate procedures are established and used when SELCAL is inoperative.
23-11-A	(O) Operations procedure to ensure alternate procedures are established and used when SELCAL is inoperative.
23-12	(M) Maintenance procedure to deactivate the system.
25-2-A	(M) Maintenance procedure to secure seat in UPRIGHT position.
25-2-B	(O) Operations procedure to ensure baggage is not stowed under Seat with inoperative Restraining Bar, Seat is properly placarded, and Cabin Crew is alerted.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-5-C	(O) Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-7	(M) Maintenance procedure to ensure procedures are established to secure Compartment CLOSED and properly PLACARD. (M) Maintenance procedure to ensure Door(s) is properly removed, Compartment is appropriately placarded, and crew is alerted. (O) Operations procedure to ensure Bin or Compartment is not used for storage and crew and passengers are alerted and briefed.
25-7-A	(M) Maintenance procedure to secure Doors by an alternate means.
25-8	(M) Maintenance procedure to ensure acceptable cargo loading limits from an approved source are maintained.
27-1	(O) Operational procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position.
27-2	(O) Operational procedure to verify the Triple Trim Indicator operates normally the Stab Pointer is visually checked prior to each takeoff.
27-3	(M) Maintenance procedure to ensure CB Aileron Trim is secured OPEN.
28-1	(O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
28-3	(O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.
28-4	(O) Operational procedure to ensure all Fuel Quantity Systems operate Normally when the LOW LEVEL FAULT SENSE white CAS message is displayed.
30-3	(M) Maintenance procedure to secure Separator OPEN and to ensure the Switch is ON.
30-6	(M) Maintenance procedure to verify one Heating Zone on left hand Windshield is operative.
31-2	(O) Operations procedure to log time via alternate means.
31-5	(O) Operations procedure to log time via alternate means.
32-1	(O) Operations procedure to prevent aircraft movement.
32-2	(M) May be inoperative provided the ABS DECU, L ABS and R ABS circuit breakers are pulled and collared. (O) Normal brake operation is verified prior to takeoff.
33-8	(O) Operations procedure to brief passengers prior to takeoff and landing.
34-1-A	(O) Operations procedure to ensure Autopilot is not utilized.
34-10-A	(O) Operations procedure to ensure Aeronautical Charts are current and navigation fixes are verified prior to flight.
34-12	(M) Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.
34-13-A-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-13-A-1-a	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-13-A-1-d	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-13-A-1-e	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.
34-13-A-2	(O) Operations procedure to ensure alternate procedures are established and used.
34-13-B-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-13-B-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-13-B-1-d	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-13-B-1-e	(O) Operations procedure to ensure alternate procedures are established and used.
34-13-C-1	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
35-1	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL.
38-1	(M) Maintenance procedure to ensure associated Components are deactivated or isolated and System Components do not have leaks. (M) Maintenance procedure to ensure associated Components are deactivated or isolated, System Components do not have leaks, and the Lavatory Door is secured CLOSED and properly placarded.
46-1-A	(M) Maintenance procedure to deactivate the Autopilot System and to ensure all Flight Controls function normally.
46-2	(M) Maintenance procedure to ensure Pilot PFD and one MFD are operational.
46-3	(M) Maintenance procedure to ensure Pilot PFD and one MFD are operational.
46-4	(O) Operations procedure to ensure RNAV and FMS are not required. (O) Operations procedure to ensure operations do not require its use.
46-4-C	(O) Operations procedure to ensure RNAV and FMS are not required.
46-4-G	(O) Operations procedure to ensure RNAV and FMS are not required.
52-2	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
52-3	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
52-4	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
52-5	(M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position.
52-6 A)	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
52-6 B)	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
52-6 C)	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
56-1	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 feet MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
79-1	(O) Operational procedure to visually check oil quantity prior to flight.

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Cycle System	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, c) ACS Emergency Shut Off LEVER is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	
2.	Cabin Pressurization Control System					
A)	Cabin Pressurization Control Unit (CPCU)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.	
B)	Emergency Dump Function	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.	
C)	Cabin Pressure Outflow Valve (OFV)	B	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, c) ACS Emergency Shut Off Lever is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cabin Pressurization Control System (Continued)					
D)	Cabin Pressure Relieve Valve (CPRV)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.	
3.	Cabin Differential Pressure Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.	
4.	Cabin Altitude Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.	
5.	Temperature Control System (Ground ECS Mode)	D	1	0		
6.	Cabin Or Cockpit Temperature Indication (MFD)	C	1	0		
7. ***	Vapor Cycle Cooling System (VCCS)	D	1	0		
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MMEL TABLE KEY

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ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
8.	Auxiliary Heating System	C	1	0	(M)(O) Auxiliary Cabin and Underfloor Heating may be inoperative if the flight is conducted at IOAT's above 15 degrees C.	
		C	1	0	(M) Auxiliary Cabin Heating may be inoperative provided the Underfloor Heating System is operative.	
9. ***	Auxiliary Electric Battery Heater System	C	1	0		
10. ***	Auxiliary Electric Engine Heater System	C	1	0		
11. ***	Electric Foot Warmer System	C	1	0		
12.	CPCS Fault White Status message	C	1	1	(M)(O) May be displayed provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, c) Outflow Valve remains OPEN, d) ACS EMERGENCY SHUT OFF LEVER is pulled, and e) Ambient conditions allow comfortable cockpit/cabin temperatures.	

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	1	0	(O) May be inoperative provided: a) Operations do not require its use and b) Aircraft is not operated in RVSM airspace.	
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used.	
3.	Yaw Damper	C	1	0	(O) May be inoperative provided that at FL 200 and above the aircraft is flown only in balanced flight (Slip Ball centered +/- 1 Ball).	

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.	
A)	MMDR (Communication)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
2.	Cockpit Speakers	C	2	-	As required by 14 CFR.	
3.	Audio Amplifiers					
A)	Normal System	B	1	0	May be inoperative provided Emergency System is operative.	
B)	Emergency System	B	1	0	May be inoperative provided Normal System is operative.	
4.	Voice Activated Interphone System	C	1	0		
5.	Control Yoke Press To Talk Switches	C	2	0	May be inoperative provided Hand Mike on affected side is operative.	
6.	Static Wicks	C	-	0	May be inoperative provided no communication equipment is required for the flight.	
					Following applies if communications are required for the flight.	
A)	Left Winglet	C	2	1		
B)	Right Winglet	C	2	1		
C)	Rudder	C	3	1		
D)	Stinger	C	1	1		
E)	Left Elevator	C	2	1		
F)	Right Elevator	C	2	1		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
7.	Passenger Address System (PA)					
A)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
B)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
8.	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 SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available as a LRCS over the intended route of flight, and	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
8.	High Frequency (HF) Communication System (Cont'd)				d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.	
9.	Hand Microphones				Deleted, Revision 3 (included in item 23-13, revision 2).	
10.	Oxygen Mask Microphones	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11. ***	Selective Call Systems (SELCAL)	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.	
A)	Channels	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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Sequence No.	Item	1	2	3	4	Change Bar
12.	Emergency Locator Transmitter (ELT)					
***A)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***B)	Fixed ELT's	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided the system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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Sequence No.	Item	1	2	3	4	Change Bar
13.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
A)	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.	
B)	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.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
D)	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	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
14.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
A)	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.	
B)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
D)	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.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
1.	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR 135 IFR passenger carrying operations.	
2.	Generator	C	2	1	One may be inoperative provided: a) Flight is conducted VFR, b) Flight is not conducted in known or forecast icing conditions, and c) Operations do not require its use.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> 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.	
A)	Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the full upright position.	
		D	-	-	May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
B)	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.	
C)	Armrest	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position. d) If armrest is missing seat is secured in the full upright position.	
D)	Seat Belt Air Bag Restraint Systems	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	
3. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
4.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
5.	Emergency Medical Equipment					
A)	Automatic External Defibrillator(AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
B)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
C)	First Aid Kit and/or Associated Equipment	A	-	-	(O) If more than one is required by CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Emergency Medical Equipment (Cont'd)					
C)	First Aid Kit and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. The number of Kits required by 14 CFR must contain the minimum content as required by the applicable 14 CFR.	
6.	Pilot Seat(s)					
A)	Vertical Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
B)	Fore And Aft Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
					NOTE: Rudder Pedal Adjustment must be operative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
7.	Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet CLOSED, b) Affected Bin compartment or closet is prominently placarded DO NOT USE, c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no Partitions are installed, the entire Overhead Storage Compartment is considered one bin and inoperative.	
		C	-	-	(M)(O) May be inoperative provided: a) Affected Door(s) is removed, b) Associated Bin or Compartment is not used for storage of any items, except those permanently affixed, c) Associated Bin or Compartment is properly placarded DO NOT USE, d) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and e) Passengers are briefed that associated Bin or Compartment is not used.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
7.	Galley Storage Compartment/Closets (Cont'd)					
					NOTE 1: If no partitions are installed, the entire Overhead Storage Compartment is considered one Bin or Compartment.	
					NOTE 2: Any Emergency Equipment located in the associated Compartment (permanently affixed) is available for use.	
A) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the UNLOCKED position provided Doors can be secured by other means.	
8. ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed, 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.	
9.	Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flight crew.	
10	"Fasten Seat Belt While Seated" Sign Or Placards	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.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11.	Cockpit Smoke Vision System	D	-	0	May be inoperative or missing.	

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26. FIRE PROTECTION

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

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4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indication (MFD)	C	1	0	(O) May be inoperative provided: a) Prior to each flight, Flaps are verified to operate normally, b) Prior to each takeoff, Flaps are visually checked for proper position, and c) Stall Warning/Stick Shaker System is verified to function properly.	
2.	Triple Trim Indication (MFD)	C	1	-	(O) May be inoperative provided: a) Prior to each flight all Flight Control Trim Tabs are verified to operate normally, and b) Prior to each takeoff, Trim Tabs are visually checked for proper position.	
3.	Aileron Trim	C	1	-	(M) May be inoperative provided Aileron Trim Tab is set to NEUTRAL.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indication (L/R) (Analogue)	B	2	0	(O) Indication may be inoperative provided: a) The aircraft is fueled to maximum, b) The flight is restricted to a maximum of three hours, c) Triple Trim indication is operative, d) Aileron Trim is operative, and e) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET is not possible.	
		B	2	1	(O) One indication (L or R) may be inoperative provided: a) Triple Trim indication is operative, b) Aileron Trim is operative, and c) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET is not possible.	
2.	Fuel Flow/Fuel Used System (Digital)	C	1	-	May be inoperative provided analogue Fuel Quantity Systems operate normally.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
3.	FCMU Fault White CAS Message	B	1	1	(O) May be displayed provided: a) The aircraft is fueled to maximum, b) The flight is restricted to a maximum of three hours, c) Triple Trim indication is operative, d) Aileron Trim is operative, and e) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET not possible.	
4	Low Lvl Sense Fault White CAS Message	C	1	1	(O) May be displayed provided: a) All fuel Quantity Indicating systems operate normally, and b) Fuel Flow and Fuel Systems operate normally.	

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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller De-Ice System	C	1	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.	
2.	Surface Deice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
3.	Inertial Separator	C	1	0	(M) May be inoperative provided Separator is verified OPEN and Switch is verified ON.	
4.	Probes Heat	C	2	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Flight is conducted VMC.	
5.	Pitot And Static Heat	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Flight is not conducted into known or forecast icing conditions.	
6.	Windshield Heating	B	-	-	(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the Left Hand Windshield is verified to be operative.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	2	0	May be inoperative for VFR.	
2. ***	Flight Hour Recorder	C	1	0	(O) Operations procedure to log time via alternate means.	
3.	Monitoring Warning System Channels (MWF A&B) (FAS, CAS And AWS)	A	2	1	One may be inoperative provided repairs are made within 2 flight days	
A)	CAS Cyan Advisory Messages					
1)	ACMF Logs Full	C	1	1	May be displayed.	
2)	ACMF Logs > 80% Full	C	1	1	May be displayed	
3)	Engine Logs Full	C	1	1	May be displayed.	
4)	Engine Logs > 80% Full	C	1	1	May be displayed.	
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	FDR System ***	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
	Lightweight Data Recorder LDR (MSN 1001 and up) ***	A	1	0	May be inoperative provided: a) CVR operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR operates normally, and b) Repairs are made within 20 calendar days.	
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	FDR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	FDR System ***	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)	A	-	0	May be inoperative provided repairs are made in accordance with applicable regulations.	
5.	Flight data acquisition, storage and transmission system (FAST)	D	1	0	(O) May be inoperative provided: a) Central maintenance system engine trend condition and monitoring system is operative, or b) Alternate procedures to collect the data are established and used for IFR passenger carrying operations.	

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4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake	C	1	0	(O) Operations procedure to prevent aircraft movement.	
2. ***	Anti-Skid System	C	1	0	(M) Disable the left hand and right hand antilock brake systems, verify brake fluid reservoir is within normal range, and to check integrity of the associated system for no leaks.	
		C	1	0	(O) May be inoperative provided: a) Anti-skid system is deactivated, b) Hydraulic brake reservoir fluid level is verified within approved range prior to aircraft operation, c) ABS system drain holes show no signs of leakage, d) Normal brake operation is verified prior to takeoff, and e) Operations are conducted in accordance with the Performance Data in the AFM.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on an emergency bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciator/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
2.	Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.	
3. ***	Anti-Collision Beacon Light System	C	1	0		
4.	Landing Lights	C	2	0	May be inoperative for other than night operations.	
		C	2	1	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.	
		C	2	0	May be inoperative for night operations provided Recognition Lights are installed and operative and provided the Taxi Light is operative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Position Lights	C	1	0	May be inoperative for other than night operations.	
6.	Taxi Light	C	1	0	May be inoperative for other than night operations.	
		C	1	0	May be inoperative for night operations provided at least one Landing Light is operative.	
7.	Wing Icing Detection Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	-	1	May be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
8. ***	Fasten Seat Belt And No Smoking Signs	C	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.	
9.	Cockpit Dome Lighting	C	2	-	One may be inoperative for night operations and both may be inoperative for other than night operations.	
10.	Recognition Light (Pulsing)	C	-	0		
11. ***	Logo Lights	C	-	0		
12.	Anti-Collision Strobe Light System	B	2	1		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Primary Flight Display (PFD) System Channels	B	2	1	One may be inoperative provided ESIS is operative.	
A)	Primary Flight Display (PFD) Attitude Heading Reference System (AHRS) Channels	B	2	1	(O) One may be inoperative provided ESIS is operative and Autopilot is considered inoperative.	
B)	Primary Flight Display (PFD) Air Data System Channels	B	2	1	One may be inoperative provided ESIS is operative. NOTE: Both Altimeter Indicating Channels and ESIS Altimeter must be operative for operation in RVSM airspace.	
2.	Electronic Standby Instrument System (ESIS)				DELETED, Revision 2.	
A)	Altimeter				DELETED, Revision 2.	
B)	Attitude Indication				DELETED, Revision 2.	
C)	Airspeed Indication				DELETED, Revision 2.	
D)	Heading Indicator				DELETED, Revision 2.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar	
3.	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.		
	A)	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
	B)	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
					NOTE: Any ADS-B out function that operates normally may be used.		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
4.	ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route may be inoperative.	
		C	-	0	May be inoperative provided permission is obtained from the ATC authority having jurisdiction over the planned route of flight. NOTE 1: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability. NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace. Refer to flight into RVSM airspace.	
5.	Navigation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A)	GPS	C	1	-	Any in excess of those required by 14 CFR may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
5.	Navigation Equipment (Cont'd)					
B)	MMDR (VOR/ILS, ADF)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
C)	Distance Measuring Equipment (DME) Systems	D	1	-	May be inoperative provided: a) Not required by 14 CFR, and b) Autopilot is disengaged at or above 400 feet AGL.	
D)	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	
6.	Radar Altimeter	C	1	0	May be inoperative provided Autopilot is disengaged at or above 400 feet AGL.	
7.	Altitude Pre-Select	C	1	0	May be inoperative provided Altitude Alerting System is considered inoperative.	
8.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, i.e. RVSM, do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
9.	Standby Magnetic Direction Indication				DELETED, Revision 2.	
10.	Flight Management System (FMS)					
A)	Navigation Databases	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is required 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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Sequence No.	Item	1	2	3	4	Change Bar
11.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
12.	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.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
13.	Terrain Awareness And Warning System (TAWS)					
A)	Class A TAWS Equipment Required					
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		
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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
A)	Class A TAWS Equipment (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
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)	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) operates normally.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
A)	Class A TAWS Equipment Required (Cont'd)					
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		
B)	Class B TAWS Equipment Required					
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 & 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.	
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Sequence No.	Item	1	2	3	4	Change Bar
B)	Class B TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
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 & 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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Sequence No.	Item	1	2	3	4	Change Bar
B)	Class B TAWS Equipment Required (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 & Advisory System (RAAS)	C	1	0		
C)	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any Mode that operates normally may be used.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
14.	White CAS Status Messages					
A)	AGM2/FMS 1 GFP Inop	C	1	1	May be displayed provided: a) Enroute navigation does not require its use and b) Procedures do not require its use.	
B)	AGM1 or 2 DB Error	C	1	1	May be displayed provided: a) Enroute navigation does not require its use and b) Procedures do not require its use.	
C)	AGM1 & 2 DB Error	C	1	1	May be displayed provided: a) Enroute navigation does not require its use and b) Procedures do not require its use.	
D)	AGM1 or 2 DB Old	C	1	1	May be displayed provided: a) Enroute navigation does not require its use and b) Procedures do not require its use.	
E)	AGM1& 2 DB Old	C	1	1	May be displayed provided: a) Enroute navigation does not require its use and b) Procedures do not require its use.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	-	-	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 feet MSL.	
		C	-	-	(O) Not required by 14 CFR.	
2.	External Oxygen Pressure Gauge	C	1	0	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.	
3.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. NOTE: Any portion of the System which operates normally may be used.	
		C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated Components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable, and c) Associated Lavatory Door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
1.	Central Maintenance Computer (CMC)	D	1	0		
2.	Engine Trend Condition And Monitoring System	D	1	0	(O) May be inoperative for IFR passenger carrying operations provided alternate procedures to collect the data are established and used.	
3.	Maint Memory Full White CAS Status Message	C	1	1	May be displayed.	
4.	No Engine Trend Store White CAS Message	C	1	1	May be displayed.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Modular Avionics Unit (MAU)					
A)	Actuator Input/Output Processor (AIOP) Module Channels	A	2	1	(M) One may be inoperative provided: a) Operations do not require Autopilot use, b) Autopilot is deactivated, and c) Repairs are made within 2 flight days.	
B)	Advanced Graphics Module (AGM) Channels	C	2	1	One may be inoperative provided: a) Reversionary modes are operative, b) ESIS is operative, and c) Standby Compass is operative.	
2. ***	Display Units (4 Display Configuration)	B	4	2	(M) Two displays may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) Reversionary modes are operative, c) ESIS is operative, d) Standby Compass is operative, and e) Operation does not require Second In Command.	
3.	Display Units (3 Display Configuration)	B	3	2	(M) One display may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) ESIS is operative, and c) Standby Compass is operative.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC)	A	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made within 1 flight day.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
	A) MFC Shortcut Control Keys (Two Top Push Button Rows)	D	-	0		
	B) MFC Secure Digital Data Card Slot	C	1	0	May be inoperative provided navigation database requires no update.	
	C) MFC Joystick	B	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Procedures do not require FMS use.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
D)	MFC Detail and Enter Keys (Next To Joystick)	D	-	0		
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
E)	MFC Arrow Keys	A	4	0	May be inoperative provided MFC Joystick is operative and repairs are made within 2 flight days.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
F)	MFC Page and MFD Keys (Alphanumeric Keyboard)	A	-	0	May be inoperative provided repairs are made within 2 flight days.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
G)	MFC Alphanumeric Keys	A	-	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made with 2 flight days.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
H)	MFC Weather Radar Control	C	1	0	As required by 14 CFR (Reference 34-12).	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
5.	Cursor Control Device (CCD)	C	-	0	May be inoperative provided Multifunction Controller is operative.	
6.	Wireless Data Loading/Downloading System	D	1	0		

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cargo Door Closing Mechanism	C	1	0		
2.	Cabin Door Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.	
3.	Cargo Door Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.	
4.	Emergency Exit Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Door Key Locks	D	2	-	(M) May be inoperative provided Lock is in the UNLOCKED position secured.	
6.	CAS Warning Annunciations					
A)	Passenger Door	C	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) The locking pin at the handle is verified to be engaged by ground crew.	
B)	Pax + Cargo Door	C	2	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the doors are latched prior to each departure, and b) The pax door locking pin at the handle is verified to be engaged by ground crew.	
C)	Cargo Door	C	1	0	(O) May be inoperative provided a flight crewmember confirms by visual inspection that the door is latched prior to each departure.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

56. WINDOWS

Sequence No.	Item	1	2	3	4	Change Bar
1.	DV-Window Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.	

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SYSTEM &
SEQUENCE
NO.

ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Oil Level Annunciator (Dip-Stick)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.	