



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 07/21/2021

Pilatus Aircraft LTD. PC-12/47E

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REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. I

AIRCRAFT:
 PC-12/47E

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	--
--	Table of Contents	I
--	Control Page	II
--	Log of Revisions	III
--	Highlights of Change	IV thru V
--	Definitions	VI
--	Preamble	VII
--	Guidelines for (M) and (O) Procedures	VIII thru XIII
21	Air Conditioning	21-1 thru 3
22	Autoflight	22-1
23	Communications	23-1 thru 7
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 thru 8
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1 thru 2
30	Ice and Rain Protection	30-1
31	Indicating/Recording Systems	31-1 thru 3
32	Landing Gear	32-1
33	Lights	33-1 thru 2
34	Navigation	34-1 thru 13
35	Oxygen	35-1
38	Water/Waste	38-1
45	Central Maintenance System	45-1
46	Information Systems	46-1 thru 4
52	Doors	52-1 thru 2
56	Windows	56-1
79	Engine Oil	79-1

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. II

AIRCRAFT:
 PC-12/47E

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
Cover Page	--	4	07/21/2021
Table of Contents	I	4	07/21/2021
Control Page	II	4	07/21/2021
Log of Revisions	III	4	07/21/2021
Highlights of Change	IV thru V	4	07/21/2021
Definitions	VI	ORIGINAL	02/17/2009
Preamble	VII	ORIGINAL	02/17/2009
Guidelines for (M) and (O) Procedures	VIII thru XIII	4	07/21/2021
21. Air Conditioning	21-1 thru 2	4	07/21/2021
	21-3	1	06/02/2011
22. Autoflight	22-1	4	07/21/2021
23. Communications	23-1	4	07/21/2021
	23-2	3	02/05/2018
	23-3	4	07/21/2021
	23-4	3	02/05/2018
	23-5	4	07/21/2021
	23-6	2	07/16/2012
	23-7	3	02/05/2018
24. Electrical Power	24-1	4	07/21/2021
25. Equipment/Furnishings	25-1 thru 2	4	07/21/2021
	25-3 thru 4	3	02/05/2018
	25-5 thru 8	4	07/21/2021
26. Fire Protection	26-1	ORIGINAL	02/17/2009
27. Flight Controls	27-1	4	07/21/2021
28. Fuel	28-1 thru 2	3	02/05/2018
30. Ice and Rain Protection	30-1	4	07/21/2021
31. Indicating/Recording Systems	31-1 thru 3	3	02/05/2018
32. Landing Gear	32-1	3	02/05/2018
33. Lights	33-1	2b	08/11/2017
	33-2	4	07/21/2021
34. Navigation	34-1	3	02/05/2018
	34-2 thru 3	4	07/21/2021
	34-4	3	02/05/2018
	34-5	4	07/21/2021
	34-6	3	02/05/2018
	34-7 thru 8	4	07/21/2021
	34-9 thru 12	ORIGINAL	02/17/2009
	34-13	1	06/02/2011
35. Oxygen	35-1	4	07/21/2021
38. Water/Waste	38-1	ORIGINAL	02/17/2009
45. Central Maintenance System	45-1	3	02/05/2018
46. Information Systems	46-1	4	07/21/2021
	46-2 thru 4	2a	03/03/2014
52. Doors	52-1	3	02/05/2018
	52-2	2	07/16/2012
56. Windows	56-1	3	02/05/2018
79. Engine Oil	79-1	ORIGINAL	02/17/2009

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. III

AIRCRAFT:
 PC-12/47E

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.
4	07/21/2021	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), Pages: 21-1 thru 2, 22-1, 23-1, 23-3, 23-5, 24-1, 25-1 thru 2, 25-5 thru 8, 27-1, 30-1, 33-2, 34-2 thru 3, 34-5, 34-7 thru 8, 35-1, 46-1.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. IV

AIRCRAFT:
 PC-12/47E

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
X	GUIDELINES FOR (M) AND (O) PROCEDURES – added (O) procedure for disabling auto-throttle system by opening mechanical circuit breakers.
21-1	Item 1, A): Fresh Air Ventilation System Outlets relief added.
21-2	Item 2, D): Proviso title correction.
22-1	Item 1: Revised to incorporate statements from OEM document ER-12-00696. Item 2: Revised to incorporate statements from OEM document ER-12-00696. Item 3: Revised to incorporate statements from OEM document ER-12-00696. Item 4: Added to provide relief for Auto-throttle system available on MOD 19 aircraft.
23-1	Item 2: Revised to incorporate statements from OEM document ER-12-00696.
23-3	Item 8: Revised IAW MMEL PL 106, Rev. 5 GC.
23-5	Item 12: Revised IAW MMEL PL 120, Rev. 3 GC.
24-1	Item 3: Revised to incorporate relief for External Power System.
25-1 thru 2	Items 3, 5, and 6: Revised IAW MMEL PL 79, Rev 9.
25-2	Item 5: Spelling error correction.
25-5 thru 6	Item 11: Revised IAW MMEL PL 104, Rev 6.
25-7	Item 12: Revised IAW MMEL PL 100, Rev 3.
25-8	Item 16: Revised to provide relief for Electrical flashlights.
27-1	Item 3: Revised to incorporate statements from OEM document ER-12-00696.
30-1	Item 3: Revised to incorporate statements from OEM document ER-12-00696.
33-2	Item 5: Revised proviso. Item 8: Updated proviso title.

REVISION NO. 4
DATE: 07/21/2021

PAGE NO. V

AIRCRAFT:
PC-12/47E

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-2 thru 3	Item 3, B): Revised IAW MMEL PL 105, Rev 3 GC.
34-5	Item 8: Moved proviso. Item 9: Reinstated relief for Standby Magnetic Direction Indication (deleted in Revision 2).
34-7 thru 8	Items 12, B) – G): Added relief for equipment available on MOD 19 Aircraft IAW MMEL PL 32 Rev 7.
35-1	Item 3: Revised IAW MMEL PL 043, Rev 3.
46-1	Item 1, B), b): Revised proviso with “(if installed)” for those aircraft equipped with Standby Magnetic Direction Indication. Item 2, d): Revised proviso with “(if installed)” for those aircraft equipped with Standby Magnetic Direction Indication. Item 3, c): Revised proviso with “(if installed)” for those aircraft equipped with Standby Magnetic Direction Indication.

REVISION NO. Original

PAGE NO. VI

DATE: 02/17/2009

AIRCRAFT:

PC-12/47E

DEFINITIONS

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

REVISION NO. Original

PAGE NO. VII

DATE: 02/17/2009

AIRCRAFT:

PREAMBLE

PC-12/47E

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

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. VIII

AIRCRAFT:
 PC-12/47E

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 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
21-1	(O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 ft. 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 ft. 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 ft. 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 ft. 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 ft. 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 ft. 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 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-8	(O) Operations procedure to ensure flight is conducted at IOAT's above -15 °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.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. IX

AIRCRAFT:
 PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-12	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. (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.
22-4	(O) Operational procedure to ensure that auto-throttle system is deactivated by opening mechanical circuit breaker CB_LG3 on the LH CB PNL FWD.
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.
25-7	(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.
25-9-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.
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.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. X

AIRCRAFT:
 PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
28-1	(O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.
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.
34-3-B	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and ATC authorization is obtained. (O) Operations procedure to ensure alternate procedures are established and used and ATC authorization is obtained. (O) Operations procedure to ensure alternate procedures are established and used.
34-10-A	(O) Operations procedure to ensure Aeronautical Charts are current and navigation fixes are verified prior to flight.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. XI

AIRCRAFT:
 PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-12-A	(M) Maintenance procedure to ensure System is deactivated and SECURED.
34-12-B	(M) Maintenance procedure to ensure System is deactivated and SECURED.
	(M) Maintenance procedure to ensure System is deactivated and SECURED.
34-12-D	(O) Operations procedure to ensure TA only mode is used.
34-12-E	(O) Operations procedure to ensure RA visual and audio functions are operative.
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.
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.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. XII

AIRCRAFT:
 PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
35-1	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. 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.
45-2	(O) Operations procedure to ensure alternate procedures to collect the data are established and used.
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 APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-C	(O) Operations procedure to ensure RNAV and FMS are not required.
46-4-D	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-E	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-F	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-G	(O) Operations procedure to ensure RNAV and FMS are not required.
46-4-H	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
52-2	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
	(M) Maintenance procedure to ensure the OFV is secured OPEN.

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. XIII

AIRCRAFT:
 PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
52-3	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
52-4	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. 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 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
79-1	(O) Operational procedure to visually check oil quantity prior to flight.

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
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 ft. MSL, c) ACS Emergency Shut Off LEVER is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	
A)	Fresh Air Ventilation outlets	C	-	-	Any in excess of one may be inoperative provided the supply of fresh air is acceptable to the flightcrew.	
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 ft. 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 ft. MSL, and c) OFV remains OPEN.	
(Continued)						

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cabin Pressurization Control System (Cont'd)					
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 ft. MSL, c) ACS Emergency Shut Off Lever is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	
D)	Cabin Pressure Relief 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 ft. 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 ft. 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 ft. 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		

REVISION NO. 1
 DATE: 06/02/2011

PAGE NO. 21-3

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Vapor Cycle Cooling System (VCCS)	D	1	0		
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 °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	0	(M)(O) May be displayed provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) Outflow Valve remains OPEN, d) ACS EMERGENCY SHUT OFF LEVER is pulled, and e) Ambient conditions allow comfortable cockpit/cabin temperatures.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 22-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	1	0	(O) May be inoperative provided: a) Autopilot is deactivated. b) AFM limitations are observed. c) Operations do not depend on its use.	
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used (refer to item 22-1).	
3.	Yaw Damper	C	1	0	(O) May be inoperative provided autopilot is not used (refer to item 22-1). NOTE: (For MSN 1001 - 1719, 1721 - 1942) Above FL 200 the aircraft must be flown only in balanced flight (slip ball centred +/-1 ball). For MSN 1720, 2001 and up, above FL155 the aircraft must be flown only in balanced flight (slip-skid indicator +/-1 trapezoid) and above 140 KIAS (if practical).	
4.	Auto-throttle	C	1	0	(O) May be inoperative provided the system is deactivated.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 23-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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	-	May be inoperative provided: a) One headset is operative and used by each flightcrew member, and b) A spare operative headset is readily available in the flightcrew compartment.	
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.	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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		
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 14 CFR, 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.	
					(Continued)	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 23-3

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
7.	Passenger Address System (PA) (Cont'd)					
	B) Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
8.	High Frequency (HF) Communication System	D	1	0	May be inoperative provided procedures do not require its use.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communication equipment status of the aircraft, and d) Alternate procedures are established and used.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 23-4

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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.	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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	(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 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
C) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
D) ***	ELT Indicator Light	D	-	0		
E) ***	ELT Aural Alarm	D	-	0		

REVISION NO. 2
 DATE: 07/16/2012

PAGE NO. 23-6

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 23-7

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 24-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR part 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.	
3.	External Power System	D	1	0	May be inoperative.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 25-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
3.	Positioning controls for Taxi, Takeoff and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
4.	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.	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

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

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
9.	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.	
(Continued)						

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 25-4

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9.	Emergency Medical Equipment (Cont'd)					
C)	First Aid Kit and/or Associated Equipment (Cont'd)	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.	
10.	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.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 25-5

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/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.	
(Continued)						

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 25-6

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected Bin or Compartment is not used for storage of any items, except those permanently affixed, d) Associated Bin or Compartment is prominently placarded DO NOT USE, e) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and f) Passengers are briefed that associated Bin or Compartment is not used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.</p>	
A) ***	Storage Compartment Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 25-7

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12. ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type certificate (TC), • Supplemental Type Certificate (STC); • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) Cargo Compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer	
13.	Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
14.	"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.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 25-8

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
15.	Cockpit Smoke Vision System	D	-	0	May be inoperative or missing.	
16.	Electrical Flashlights	C	-	-	Any in excess of those required for the intended flight may be inoperative or missing.	

REVISION NO. Original
 DATE: 02/17/2009

PAGE NO. 26-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
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.	

REVISION NO. 4

PAGE NO. 27-1

DATE: 07/21/2021

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
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)(O) May be inoperative provided: a) The aileron trim tab is set to NEUTRAL, and b) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 28-1

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indication (L/R) (Analogue)	B	2	0	(O) Indication may be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 28-2

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
3.	FCMU Fault White CAS Message	B	1	1	(O) May be displayed provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a) All fuel Quantity Indicating systems operate normally, and b) Fuel Flow and Fuel Systems operate normally. 	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 30-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller De-Ice System	B	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: a) The inertial separator switch is set to the OPEN position, b) The Pusher ice mode function is confirmed to be operative, and c) AFM limitations for operation with inertial separator OPEN are observed.	
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.	Windsheild 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.	

REVISION NO. 3

PAGE NO. 31-1

DATE: 02/05/2018

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
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.	
						(Continued)

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
***	Lightweight Data Recorder LDR (MSN 1001 and up)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) CVR operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. <p>NOTE: LDR is also referred to as CVFDR.</p>	
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> 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.	
(Continued)						

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 31-3

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
	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.	
		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.	

REVISION NO. 3
 DATE: 02/02/2018

PAGE NO. 32-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 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.	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: <ol style="list-style-type: none"> 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 flightcrew members eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. 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 flightcrew.	
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.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 33-2

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Position Lights	C	1	0	May be inoperative provided system is not required by 14 CFR.”	
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. ***	Passenger Lighted Information Sign	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 System	B	2	1		

AIRCRAFT:
PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
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	
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.	

(Continued)

REVISION NO. 4

PAGE NO. 34-2

DATE: 07/21/2021

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3.	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)					
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)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

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

AIRCRAFT:
PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
4.	ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route may be inoperative.	
		C	-	0	<p>NOTE: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability.</p> <p>May be inoperative provided permission is obtained from the ATC authority having jurisdiction over the planned route of flight.</p> <p>NOTE 1: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability.</p> <p>NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace. Refer to flight into RVSM airspace.</p>	
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.	
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	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by 14 CFR, and b) Autopilot is disengaged at or above 400 ft. AGL. 	
D)	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 34-5

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6.	Radar Altimeter	C	1	0	May be inoperative provided Autopilot is disengaged at or above 400 ft. 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.	
9.	Standby Magnetic Direction Indication	B	-	0	May be inoperative provided that both PFD Heading Sources/Channels and indication are operative.	
		C	-	0	May be inoperative provided: a) Both PFD heading sources/channels and indication are operative, and b) Electronic Standby Indicator System is installed and operative.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 34-6

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	Flight Management System (FMS)					
A)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is required within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
11.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 34-7

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

34. Navigation

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

REVISION NO. 4

PAGE NO. 34-8

DATE: 07/21/2021

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

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

REVISION NO. Original

PAGE NO. 34-9

DATE: 02/17/2009

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
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		
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.	
(Continued)						

REVISION NO. Original

PAGE NO. 34-10

DATE: 02/17/2009

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Terrain Awareness And Warning System (TAWS) (Cont'd)					
A)	Class A TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
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		
					(Continued)	

REVISION NO. Original

PAGE NO. 34-11

DATE: 02/17/2009

AIRCRAFT:
PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Terrain Awareness And Warning System (TAWS) (Cont'd)					
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.	
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.	
					(Continued)	

REVISION NO. Original

PAGE NO. 34-12

DATE: 02/17/2009

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Terrain Awareness And Warning System (TAWS) (Cont'd)					
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.	

REVISION NO. 1
 DATE: 06/02/2011

PAGE NO. 34-13

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
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.	

REVISION NO. 4
 DATE: 07/21/2021

PAGE NO. 35-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------	--

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 ft. MSL.	
2.	External Oxygen Pressure Gauge	C	-	-	(O) Not required by 14 CFR.	
3.	Portable Protective Breathing Equipment (PBE)	C	1	0	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
					NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

REVISION NO. Original
 DATE: 02/17/2009

PAGE NO. 38-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 45-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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.	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
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 (if installed).	
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 (if installed), 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 (if installed).	

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
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.	
(Continued)						

REVISION NO. 2a

PAGE NO. 46-3

DATE: 03/03/2014

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
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.	
(Continued)						

REVISION NO. 2a

PAGE NO. 46-4

DATE: 03/03/2014

AIRCRAFT:
 PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
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		

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 52-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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 ft. 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 ft. 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 ft. MSL, and c) OFV remains OPEN.	

REVISION NO. 2
 DATE: 07/16/2012

PAGE NO. 52-2

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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.	

REVISION NO. 3
 DATE: 02/05/2018

PAGE NO. 56-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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 ft. MSL, and c) OFV remains OPEN.	

REVISION NO. Original
 DATE: 02/17/2009

PAGE NO. 79-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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.	