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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 10/23/2017

Pilatus Aircraft Ltd. PC-12

Christy Helgeson, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Kansas City Aircraft Evaluation Group (MKC-AEG)
901 Locust Street, Room 332
Kansas City, MO 64106-2641

Telephone: (816) 329-3233
Fax: (816) 329-3241

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/04/1998	ORIGINAL ISSUE
Oa	09/14/2000	Highlights of Change, Definitions, 33-2
1	04/16/2002	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-2, 52-1, 56-1, 77-1, 70-1, 80-1.
2	10/02/2006	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-1, 52-1.
2a	02/02/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 52-1.
2b	02/18/2014	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 21-2.
2c	07/07/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (M) and (O) Procedures, 23-2, 23-3, 23-4, 25-1, 25-2, 25-4, 30-1, 32-1, 33-1, 33-2, 34-3, 34-6, 34-10, 35-1.
3	10/23/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 23-2, 23-4, 24-1, 32-1, 33-1, 33-2, 34-7, 34-8, 34-10, 77-1, 79-1.

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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).

PAGE NO.	EXPLANATION OF CHANGE
GENERAL	Minor editorial corrections were made throughout the document which do not affect the reliefs and are not indicated with change bars.
DEFINITIONS	Corrected title of FAA MMEL Policy Letter PL-25.
PREAMBLE	Corrected title of FAA MMEL Policy Letter PL-36.
ATA 33 LIGHTS 33-1, 2	Corrected an error found in this section from the previous revision, updated relief for navigation databases per Policy Letter PL-98 revision 1, removed "dry runways" reference from anti-skid, added proviso for second generator relief.

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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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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 current FAA Policy Letter PL-36, FAR Part 91 MEL Approval & Preamble, for Part 91 MEL approvals.

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GUIDELINES FOR (M) AND (O) PROCEDURES			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate 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
21-2	(O) Operational procedure to ensure flight is conducted unpressurized.
21-3	(M) Maintenance procedure to ensure the Safety Valve is secured OPEN.
21-4	(M) Maintenance procedure to ensure the Outflow Valve is secured OPEN.
21-16	(M) Maintenance procedure to ensure ECS is deactivated.
21-17	(M) Maintenance procedure to ensure that the VCCS is deactivated.
21-18	(M) Maintenance procedure to ensure the Underfloor Heating System is operative.
22-1	(M) Maintenance procedure to ensure no electrical or mechanical fault exists that would have an adverse effect on any Flight Control System.
23-8	(O) Operations procedure to brief passengers via alternate means.
23-10	(O) Operations procedure to ensure a minimum of two LRCSs are operative.
23-13	(O) Operations procedure to establish and use when SELCAL is inoperative.
23-13-a	(O) Operations procedure to establish and use when SELCAL is inoperative.
24-1	(O) Operations procedure to confirm both Inverters are operative prior to takeoff.
24-5	(M) Maintenance procedure to ensure "BAT 1" and both Generators operate normally.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-2-b	(O) Operations procedure to ensure baggage is not stowed under the affected seat(s) and the seat(s) is placarded.
25-9	(M) Maintenance procedure to secure the affected Storage Compartment CLOSED.
25-10	(M) Maintenance procedure to ensure affected component is not used.
27-1	(O) Operations 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) Operations procedure to verify the Triple Trim Indicator operates normally and the Stab Pointer is visually checked prior to each takeoff.
27-4	(O) Operations procedure to verify Flight Control Trim Tabs operate normally and are checked for proper position prior to each takeoff.
28-1	(O) Operations procedure to disconnect the autopilot and detect a fuel imbalance.
28-2	(O) Operations procedure to ensure all Fuel Quantity Indicating Systems and Fuel Flow and Fuel Used Systems operate normally.
28-3	(O) Operations procedure to ensure all Fuel Quantity Systems operate normally and the Low Fuel Annunciator (CAWS) operates normally.
30-3	(M) Maintenance procedure to secure separator in the OPEN position 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.
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 ensure adequate light is available.
33-9	(O) Operations procedure to brief passengers prior to takeoff and landing.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-15	(O) Operations procedures to ensure the Altitude Hold is operative and the System is not used for enroute operation.
34-18	(O) Operations procedure to ensure any combination of Gyro or INS (IRU) System operations allowed in the proviso relief are verified to be functioning normally.
34-19	(O) Operations procedure to establish and use alternate procedures.
34-20	(O) Operations procedure to establish and use alternate procedures.
34-21	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure TCAS is not required by 14 CFR, system is deactivated and secured, and enroute or approach procedures do not require its use.
34-22-b	(O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22-c	(O) Operations procedures to ensure RA visual display and audio function are operative and enroute and approach procedures do not require its use.
34-23-a	(O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.
34-24-a	(O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.
34-25-a	(O) Operations procedure to establish and use alternate procedure.
34-25-a-1	(O) Operations procedure to establish and use alternate procedure.
34-25-a-4	(O) Operations procedure to establish and use alternate procedure.
34-25-a-5	(O) Operations procedure to establish and use alternate procedure.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-29	(M) Maintenance procedure to deactivate and secure the system.
38-1	(M) Maintenance procedure to verify system components do not have any leaks.
52-1	(O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure.
52-2	(O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure.
52-7	(M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position.
79-1	(O) Operations procedure to visually check oil quantity prior to flight.
80-1	(O) Operations procedure for an alternate method of starting.

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NO.

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.	Environmental Control System (ECS)	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) ECS EMERGENCY SHUTOFF LEVER is pulled.	
2.	Emergency Dump Function	C	1	0	(O) May be inoperative provided flight is conducted unpressurized.	
3.	Safety Valve	C	1	0	(M) May be inoperative provided: a) The aircraft remains unpressurized, and b) The Safety Valve and/or the Outflow Valve remains OPEN.	
4.	Outflow Valve	C	1	0	(M) May be inoperative provided: a) The aircraft remains unpressurized, and b) The Safety Valve and/or the Outflow Valve remains OPEN.	
5.	Outflow Valve Controller	C	1	0	May be inoperative provided flight is conducted unpressurized.	
6.	Cabin Differential Pressure Gauge	C	1	0	May be inoperative provided flight is conducted unpressurized.	
7.	Cabin Altitude Warning System (CAWS)	C	1	0	May be inoperative provided flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
8.	Temperature Control System (Auto Mode)	C	1	0	May be inoperative provided Temperature Control System Manual Mode is operative.	

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MMEL TABLE KEYSYSTEM &
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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
9.	Temperature Control System (Manual Mode)	C	1	0	May be inoperative provided Temperature Control System Auto Mode is operative.	
10. ***	Vapor Cycle Cooling System (VCCS)	D	1	0		
11.	Cabin Temperature Indicator	C	1	0		
12.	Auxiliary Electric Cabin Heat System	C	1	0		
13.	Cabin Altimeter	C	1	0	May be inoperative provided flight is conducted unpressurized.	
14.	Cabin Vertical Speed Indicator	C	1	0	May be inoperative provided: a) Automatic Cabin Pressure Control System is operative, and b) Cabin Altimeter is operative.	
		C	1	0	May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 feet MSL.	
15.	CAB PRESS Annunciator	C	1	0	May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
16.	ECS Annunciator (CAWS)	C	1	0	(M) May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
17. ***	COOL Annunciator	C	1	0	(M).	

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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
18.	Auxiliary Electric Heat System	C	2	0	(M) May be inoperative provided Underfloor Heat System is operative.	
19. ***	Auxiliary Electric Battery Heater System	C	1	0		
20. ***	Auxiliary Electric Engine Heater System	C	1	0		
21. ***	Electric Foot Warmer System	C	1	0		

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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	C	1	0	(M) May be inoperative provided operations do not require its use. NOTE: A functioning autopilot is required for RVSM operations.	
2.	Autopilot Disconnect	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
3.	A/P DISENG Annunciator (CAWS)	C	1	-	May be inoperative provided autopilot is not used.	
4.	A/P TRIM Annunciator (CAWS)	C	1	-	May be inoperative provided autopilot is not used.	
5.	Yaw Damper	C	1	0	May be inoperative.	

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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 Systems (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the aircraft emergency power systems and not required for emergency procedures.	
2.	Cockpit Speakers	C	2	-	As required by 14 CFR.	
3.	Audio Amplifiers					
a)	Normal System	B	1	0	May be inoperative provided Alternate System is operative.	
b)	Alternate System	B	1	0	May be inoperative provided Normal System is operative.	
4.	Voice Activated Interphone System	C	1	0		
5.	Boom Microphones					
a)	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	

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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
5.	Boom Microphones (Cont'd)					
a)	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED (Cont'd)					
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
b)	COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER (FDR) INSTALLED					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within 3 flight days.	
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
c)	CVR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Cockpit Voice Recorder	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
6.	Control Yoke Press to Talk Switches	C	2	0	May be inoperative provided Hand Mic on affected side is operative.	

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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
7.	Static Wicks					
a)	(SN 100-180 without SB 23-001)		-	0	May be inoperative provided no communication equipment is required for the flight, otherwise:	
1)	Left Winglet	C	3	2		
2)	Right Winglet	C	3	2		
3)	Rudder	C	4	3		
4)	Stinger	C	1	1		
5)	Left Elevator	C	4	2		
6)	Right Elevator	C	3	2		
					NOTE: The outermost Wick must be installed and undamaged on each control surface.	
b)	(SN 181 and up and SN 100-180 with SB23-001)				All may be inoperative or missing provided no communication equipment is required for the flight, otherwise:	
1)	Left Winglet	C	2	1		
2)	Right Winglet	C	2	1		
3)	Rudder	C	3	1		
4)	Stinger	C	1	1		
5)	Left Elevator	C	2	1		
6)	Right Elevator	C	2	1		

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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
8.	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 operates 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 operates normally may be used.	
b)	Cargo Configuration (Courier/Supernumerary Address System)	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.	
9. ***	Cockpit Voice Recorder (CVR)					
a)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
b)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight days.	

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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	
10.	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) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available as an LRCS over the intended route of flight, and d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.		
11.	Hand Microphones	C	2	-	Any in excess of those required by 14 CFR may be inoperative.		
		C	-	-	May be inoperative provided associated boom microphone operates normally.		
12.	Oxygen Mask Microphones	C	-	-	Any in excess of those required by 14 CFR may be inoperative.		
13. ***	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)	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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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
1.	INVERTER Annunciation	C	1	0	(O) May be inoperative for VMC provided both Inverters are verified to be operative prior to each takeoff. NOTE: Monitor RMI Flag or Yaw Rate Sensor for indication of Inverter failure.	
2. ***	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR 135 IFR passenger carrying operations.	
3. ***	Standby Power Supply				Renamed Emergency Power System, Revision 1.	
4.	Second Generator	C	1	0	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.	
5.	Battery (Two Battery Option)	C	2	1	(M) May be inoperative provided Main Battery (BAT 1) and both Generators operate normally.	
6.	26 Volt AC Inverters	B	2	1	One may be inoperative provided autopilot is not required by 14 CFR. NOTE 1: Autopilot may be used. NOTE 2: Autopilot is required for operation in RVSM airspace (both 26 Volt Inverters must be operative).	

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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.	Passengers Seat(s)	C	-	-	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) The affected seat(s) is 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	C	-	-	(M) May be inoperative and Seat occupied provided seat back is secured in the full upright position.	
		C	-	-	May be inoperative and Seat occupied provided seat back is immovable in full upright position.	
b)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> 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. 	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seats (Cont'd)					
c)	Armrest	C	-	-	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, if armrest is missing, seat is secured in the full upright position.	
3.	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not considered NEF items.	
4.	Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs	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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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6.	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.	
7.	Pilot Seat Vertical Adjustment	C	1	0	May be inoperative provided seat is secured in a position acceptable to the pilot before flight (no additional cushions acceptable).	
8.	Pilot Seat Fore and Aft Adjustment	C	1	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
9.	Overhead Storage Bin(s) and 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 is considered one bin and inoperative.	
10.	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.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
11.	Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
12.	Exterior Lavatory Door Ashtray	A	1	-	One may be missing provided it is replaced within 3 calendar-days.	
13.	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher(s)	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 its 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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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indicator	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.	Electric Trim Annunciator "STAB TRIM" (CAWS)	B	1	0	(O) May be inoperative provided: a) Triple Trim Indicator is operative, and b) Stab Pointer is visually checked before each takeoff to be in the proper position.	
3.	Aileron Trim	C	1	-	May be inoperative provided Aileron Trim Tab is set to NEUTRAL.	
4.	Triple Trim Indicator	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.	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator (L/R)	B	2	1	(O) One Indicator (L or R) may be inoperative provided: a) The Triple Trim Indicator is operative, b) The Aileron Trim is operative, and c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.	
2.	Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS)	C	2	0	(O) May be inoperative provided: a) All Fuel Quantity Indicating Systems operate normally, and b) Fuel Flow and Fuel Used Systems operate normally.	
3.	Fuel Flow/Fuel Used System	C	1	-	(O) May be inoperative provided: a) All Fuel Quantity Systems operate normally, and b) Low Fuel Annunciator (CAWS) operates normally.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Deice 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 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	1	0	May be inoperative for VFR.	
2. ***	Hourmeter	C	1	0	(O).	
3. ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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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).	
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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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: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/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. ***	Strobe (Anti-Collision) Beacon Light System	C	1	0		
4.	Strobe Light System				Deleted, Revision 2.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
5.	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.	
6.	Position Lights	C	3	0		
7.	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.	
8.	Wing Illumination Light	C	-	0	(O) May be inoperative provided aircraft is not operated at night in known or forecast icing conditions.	
9. ***	Fasten Seat Belt and No Smoking Signs	C	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.	
10.	Cockpit Dome Lighting	C	2	-	One may be inoperative for night operations and both may be inoperative for other than night operations.	
11. ***	Recognition Light	C	-	0		
12. ***	Logo Lights	C	-	0		

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Altimeters, Adjustable for Barometric Pressure					
a)	Aircraft with Pneumatic Altimeters	B	-	1	May be inoperative on right side for operations not requiring a second in command.	
b)	Aircraft with Electrically Driven Encoding Altimeters without RVSM Approval	B	-	2	May be inoperative on right side for operations not requiring a second in command. Pneumatic Standby Altimeter must be operative.	
c)	Aircraft with Electrically Driven Encoding Altimeters with RVSM Approval	B	3	2	For operation outside RVSM airspace, Encoding Altimeter on right side may be inoperative for operations not requiring a second in command. Pneumatic Standby Altimeter must be operative.	
					NOTE: All Altimeters must be operative for operation in RVSM airspace.	
2.	Airspeed Indicators	B	-	1	May be inoperative on right side for operations not requiring a second in command.	
3.	Attitude Heading Reference System (AHRS)	C	-	1		
a)	Standard PC-12 (MTOW 4100 Kg)	C	-	1	One may be inoperative provided a second AHRS is installed and operative.	
b)	PC-12/45 (MTOW 4500 Kg)	C	-	1	Both AHRS or one AHRS and a Yaw Rate Sensor must be operative for IFR operations and flight in icing conditions.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
4.	Standby Attitude Indicator	C	-	0	May be inoperative provided it is not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
5.	Vertical Speed Indicators	B	2	0	Must be operative on left side for IFR passenger carrying operations.	
6.	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. NOTE: For RVSM operations, at least one Altitude Reporting Transponder must be operative.	
7.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV)	C	-	-	As required by 14 CFR.	
8. ***	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
9.	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radar Altimeter (PC-12/45)	C	1	0	May be inoperative provided autopilot is disengaged at 1,000 feet AGL.	
***	(PC-12)	D	1	0		
11.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12.	Automatic Direction Finder (ADF)	C	1	0	May be inoperative provided it is not required by 14 CFR.	
13.	Radio Magnetic Indicator (RMI)	C	1	0		
14.	Altitude Alerter/Pre-Select	C	1	0	NOTE: Must be operative for operation in RVSM airspace.	
15.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.	
		C	-	1		
16. ***	Multifunction Display (MFD)	C	1	0	May be inoperative provided Weather Radar is not required by 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
17.	EADI/EHSI Display Units					
a)	Pilot's Side Displays	B	2	1	One display may be inoperative Provided: a) Operative display is showing both EADI and EHSI information using CMPST mode, and b) The Standby Attitude Indicator is operative on the pilot's side.	
b)	Copilot's Side Displays	C	2	0	Both displays may be inoperative.	
18.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
19. ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	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	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
20. ***	Windshear Detection and Avoidance System (Predictive)	B	-	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	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
21.	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.	
22.	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
a)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	

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22.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
b)	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.	
c)	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.	
	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	Airspace Selection Function	C	-	0		

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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

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
23.	Flight Management System					
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 established and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
24.	Navigation Management System					
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) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
25.	Class B TAWS Equipment Required					
a)	TAWS/GPWS	A	1	0	(M)(O) May be inoperative provided: a) alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
1)	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
3) ***	Modes 2, 4, and 5	C	3	0		
4)	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
5) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
b)	Terrain Displays	C	-	0		
c) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
26.	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
	a) Link and Display Processor Unit (LDPU)	D	-	0		
	b) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic information (CDTI) display of data from other aircraft systems may be used.	
	c) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	d) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
	e) Data Link Receivers	D	-	0		
	ADS-B Applications	D	-	0		
27. ***	Moving Map Display (i.e., Argus)	C	1	0		
28. ***	GPS Cooling Fan	C	-	0	May be inoperative provided GPS is considered inoperative (see item 34-7).	
29. ***	Traffic Advisory System (TAS)	C	-	0	(M) May be inoperative provided the system is deactivated and secured.	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	-	-	Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded "DO NOT OCCUPY".	
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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4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste Systems	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, and b) Associated Lavatory Door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
1.	PASS DOOR Annunciator	C	1	0	(O) May be inoperative provided: a) A flightcrew member 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.	
2.	CAR DOOR Annunciator	C	1	0	(O) May be inoperative provided a flightcrew member confirms by visual inspection that the door is latched prior to each departure.	
3. ***	Cargo Door Driving Closing Mechanism	C	1	0		
4.	Cabin Door Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
5.	Cargo Door Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
6.	Emergency Exit Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
7.	Door Key Locks	D	2	-	(M) May be inoperative provided lock is in the UNLOCKED position secured.	

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4. REMARKS OR EXCEPTIONS

56. WINDOWS

Sequence No.	Item	1	2	3	4	Change Bar
1.	DV-Window Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	

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4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Trend Condition And Monitoring System	D	1	0		

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4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
1.	OIL QTY Annunciator (CAWS)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.	

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4. REMARKS OR EXCEPTIONS

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
1.	Starter Generator Timer	C	1	0	(O) May be inoperative provided start cycle is interrupted when Ng obtains a minimum of 52% Ng.	