



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

Master Minimum Equipment List (MMEL)

Revision: 2
DATE: 09/24/2020

Pilatus Aircraft Ltd. PC-24

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	10/06/2017	ALL PAGES.
1	02/20/2020	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 2, 23-5 thru 6, 25-1 thru 5, 27-1, 30-1, 33-1 thru 3, 34-1 thru 3, 34-10 thru 12, 35-2, 36-1, 38-1, 52-1, 73-1.
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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 2**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning 21-2	Item 21-80-01: Clarified fan relief. Item 21-80-02: Clarified fan relief.
ATA 22 Autoflight 22-1	Item 22-30-01 Added Auto-throttle relief.
ATA 23 Communications 23-2	Item 23-15-01 Added SatCom relief.
ATA 24 Electrical Power 24-1	Item 24-00-01: Added relief for USB ports. Item 24-20-01: Added reliefs for 115V AC outlets.
ATA 25 Equipment/Furnishings 25-4	Item 25-50-01: Proviso change per current pending revision guidance.
ATA 27 Flight Controls 27-2	Item 27-60-07: Added relief for Multi-Function Spoiler (MFS) system. Item 27-60-08: Added relief for Ground Spoiler (GS) system.
ATA 30 Ice an Rain Protection 30-1	Item 30-10-05: Added relief for Horizontal Stabilizer De-Ice (HSDI) system

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 32 Landing Gear 32-1	Item 32-30-01: Added relief for Landing Gear Actuator Heaters. Item 32-41-06: Added relief for Anti-Skid System.
ATA 33 Lights 33-2 33-3	Item 33-30-01: Added relief for Refuel/Defuel Compartment Light. Item 33-30-02: Added relief for GSE Storage Compartment Light. Item 33-30-03: Added relief for Cargo Area Lights. Item 33-40-01: Added relief for Welcome Lights. Item 33-44-01: Clarified relief for Landing Lights. Item 33-45-01: Added relief for Taxi Lights. Item 33-46-01: Added relief for Logo Lights.
ATA 45 Central Maintenance System (CMS) 45-1	Item 45-10-01: Added relief for Central Maintenance Computer (CMC).
ATA 46 Information Systems 46-1	Item 46-20-01-01: Added relief for Co-Pilot PFD. Item 46-20-01-02: Added relief for Lower MFD. Item 46-31-01: Added relief for Cursor Control Device (CCD).

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DEFINITIONS

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

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PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
21-40-01	Operations procedure to deactivate the cockpit electrical heater.
21-40-02	Operations procedure to deactivate the cabin electrical heater.
21-60-01	Operations procedure to safely operate at or below FL 250. Maintenance procedure to verify appropriate valves are closed.
21-60-02	Operations procedure to safely operate at or below FL 250. Maintenance procedure to verify appropriate valves are closed.
21-60-03	Operations procedure to ensure that a bleed air OFF takeoff is performed and the PBIT of the bleed air SOVs is conducted before dispatch. Maintenance procedure to deactivate the dual heat exchanger fan.
21-80-01	Operations procedure to deactivate the cockpit evaporator fan.
21-80-02	Operations procedure to deactivate the cabin evaporator fan.
22-10-01	Maintenance procedure to deactivate the inoperative autopilot. Operations procedure to notify the pilot of any flight restrictions.
22-30-01	Maintenance procedure to deactivate the Auto-throttle system.
23-00-01	Maintenance procedure to verify the co-pilot's PTT switch is inactive.
23-10-01	Operations procedure to ensure at least one HF radio is operative.
23-20-01	Operations procedures to ensure alternate procedures are used.
23-20-01-01	Operations procedures to ensure alternate procedures are used.
23-40-01	Operations procedures to provide alternate method of briefing passengers.
24-00-01	Maintenance procedure to deactivate.
24-20-01	Maintenance procedure to deactivate the associated inverter.
25-20-01	Maintenance procedure to secure inoperative closets and wardrobes.
25-20-02	Maintenance procedure to secure inoperative storage doors.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-21-01-01	Maintenance procedure to secure seat back in upright position.
25-21-01-02	Operation procedure to alert cabin crew of inoperative restraining bar.
25-21-01-04	Maintenance procedure to secure seat back in upright position.
25-21-01-05	Maintenance procedure to secure seat back in upright position.
25-60-01	Operations procedure to alert crewmembers.
25-61-01	Operations procedure to alert crewmembers of inoperative or missing equipment.
	Maintenance procedure to placard and secure inoperative life jackets.
25-62-01-02	Maintenance procedure to deactivate the ELT.
25-66-01	Operations procedure to reseal a partially used first aid kit.
27-10-01	Operations procedure to disconnect the autopilot at 20-minute intervals to detect any developing fuel imbalance.
	Maintenance procedure to secure the trim tab to the NEUTRAL position.
27-10-02	Operations procedure to check for smooth movement of the aileron trim tab through the full range of travel, tab is set to takeoff position, and tab position is visually verified prior to departure. Operations procedure to disconnect the autopilot at 20-minute intervals to detect any developing fuel imbalance.
27-20-01	Operations procedure to check rudder trim tab for full range of travel, ensure operation is not restricted, tab is set to takeoff position, and tab position is visually verified prior to departure.
27-60-06	Operations procedure to make the flightcrew aware of the slight increase in the loads on primary flight controls.
	Maintenance procedure to electrically isolate both RAPS sensors.
27-60-07	Operations procedure to ensure performance penalties are applied, aircraft does not exceed .71 Mach, flight is conducted at or below FL 250, and operations do not require airbrakes.
	Maintenance procedure to inspect and deactivate MFS actuators.
27-60-08	Operations procedure to ensure that flight operations are not conducted on unpaved or contaminated runways, in known or forecast icing conditions, anti-skid system is operative and performance penalties are applied.
	Maintenance procedures to inspect GS panels and deactivate the actuators.
28-40-01	Operations procedure to ensure fuel level is visually checked and trim indicators are operative when one fuel quantity indicator is inoperative.
	Operations procedure to ensure aircraft is fully fueled and flight is restricted to 2 hours when both fuel quantity indicators are inoperative.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
30-10-01	<p>Operations procedure to ensure that the flight is conducted at or below FL 250 and that the bleed selector switch is set to the operative SOV position.</p> <p>Maintenance procedure to manually close the associated bleed air shutoff valve (SOV) and the bleed air crossbleed valve (XBV).</p>
32-30-01	<p>Operations procedure to ensure that flight is conducted at temperatures above -55 °C SAT.</p>
32-41-06	<p>Operations procedure to ensure operations are not conducted on unpaved or contaminated runways, performance penalties are applied, and brakes and ground spoilers are operative.</p> <p>Maintenance procedure to deactivate the DACU.</p>
33-20-02	<p>Operations procedure to ensure that an alternate procedure is established to notify cabin occupants.</p>
33-42-01-01	<p>Operations procedure to verify the white strobe lights are operative.</p>
33-50-01	<p>Operations procedure to ensure that passengers receive an emergency escape briefing.</p>
33-50-02	<p>Operations procedure to ensure that passengers receive an emergency escape briefing.</p>
34-16-01	<p>Operations procedure to ensure that autopilot altitude capture is operative.</p>
34-44-02	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-02-01	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-02-04	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-02-05	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-03	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-06	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-06-01	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>
34-44-06-02	<p>Operations procedure to ensure that repairs are made within 2 days.</p>
34-44-06-04	<p>Operations procedure to ensure that an alternate procedure is established and used.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-44-06-05	Operations procedure to ensure that an alternate procedure is established and used.
34-44-10	Operations procedure to ensure that an alternate procedure is established and used.
34-45-01	Maintenance procedure to deactivate the TCAS II.
34-45-01-02	Operations procedure to ensure that TA ONLY mode is selected.
34-45-01-03	Operations procedure to ensure that RA visual display and audio functions are operative.
34-52-02	Operations procedure to ensure that an alternate procedure is established and used.
34-57-01	Operations procedure to ensure that an alternate procedure is established and used.
34-61-01	Operations procedure to ensure that an alternate procedure is established and used.
35-10-01-01	Operations procedure to ensure that the flightcrew is enough for the flight.
35-20-01	Operations procedure to ensure that the flight is conducted at or below 10,000 ft. MSL.
35-20-02	Operations procedure to ensure that the maximum operating altitude is limited to 10,000 ft. MSL.
35-20-03	Operations procedure to ensure that affected seats are blocked and placarded.
36-10-01	Operations procedure to ensure that the flight is conducted at or below FL 250. Maintenance procedure to secure the bleed air SOV in the fully closed position.
36-10-02	Operations procedure to ensure that the flight is conducted at or below FL 250 and to manually close the associated bleed air (SOV).
38-30-01	Maintenance procedure to drain, inspect, and deactivate the system and to secure toilet in the stowed position.
52-70-01	Maintenance procedure to electrically isolate the cargo door actuation system.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cockpit Mixer	C	1	0	May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
20-02	Hot Air Distributer (HAD)	C	1	0	May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
20-03	Zone Control Valve (ZCV)	C	1	0	May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
40-01	Cockpit Electric Heater	C	1	0	(O) May be inoperative provided: a) The cockpit air distribution and temperature is acceptable to the flightcrew, and b) The cockpit electrical heater is deactivated.	
40-02	Cabin Electric Heater	C	4	2	(O) No more than two may be inoperative provided the affected heater(s) is deactivated.	
50-01	Vapor Cycle System (VCS)	B	1	0	May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Temperature Control Valve (TCV)	C	2	1	(M)(O) May be inoperative provided: a) Associated bleed air SOV and the XBV are manually closed, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250.	
60-02	Flow Control Valve (FCV)	C	2	1	(M)(O) May be inoperative provided: a) Associated bleed air SOV and the XBV are manually closed, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250.	
60-03	Dual Heat Exchanger Fan (DHEF)	C	1	0	(M)(O) May be inoperative provided: a) DHEF is electrically deactivated, b) Bleed air OFF takeoff is performed, and c) PBIT is performed before takeoff.	
80-01	Cockpit Evaporator Fan	C	1	0	(O) May be inoperative provided it is deactivated.	
80-02	Cabin Evaporator Fan	C	2	0	(O) May be inoperative provided affected fan(s) is deactivated.	
80-10	Compressor	C	1	0	May be inoperative provided the cockpit air temperature is acceptable to the flightcrew.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot	C	2	0	May be inoperative provided operations do not require its use.	
		C	2	1	(M)(O) May be inoperative provided: a) Affected autopilot/channel is deactivated, b) Affected autopilot/channel is not part of the equipment required for intended operation, and c) Single pilot operations are not conducted.	
10-03	Autopilot Quick Disconnect Switches	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 use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
30-01	Auto-throttle	C	1	0	(M) May be inoperative provided the system is deactivated.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Press to Transmit (PTT) Switches	B	2	1	(M) May be inoperative for single pilot operations provided: <ul style="list-style-type: none"> a) The inoperative switch is on the co-pilot side, and b) The affected switch is verified failed open (non-transmitting) or is deactivated. 	
10-01	HF Communications	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: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12-01	VHF Communications (Multi-Mode Digital Radio (MMDR))	D	-	1	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the essential bus and not required for emergency procedures. NOTE: VHF 1 must be operational.	
15-01	SatCom System	D	1	0	May be inoperative provided procedures do not require its use.	
20-01	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.	
-01	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.	
40-01	Passenger Address (PA) System	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.	
40-02	Flightcrew Interphone System	D	1	0	Any in excess of those required by 14 CFR may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Flight Deck Speaker	C	-	0	May be inoperative provided: a) A headset is operative for each required crewmember on flightcrew compartment duty, and b) A spare operative headset is readily available in the flightcrew compartment for use by any of the required crewmembers on flightcrew compartment duty.	
	Holder of an Air Carrier or Commercial Operator Certificate					
50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
-01	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 14 CFR may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-03	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
51-04	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	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 14 CFR may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	
60-01	Static Dischargers				NOTE: No more than two dischargers may be inoperative or missing.	
-01	Left Wing	C	4	3	One other than the outermost discharger on the left wingtip may be inoperative or missing. NOTE: The left wing static dischargers include the two dischargers installed on the left wingtip and the two installed on the left aileron.	
-02	Right Wing	C	4	3	One other than the outermost discharger on the right wingtip may be inoperative or missing. NOTE: The right wing static dischargers include the two dischargers installed on the right wingtip and the two installed on the right aileron.	
-03	Left Horizontal Stabilizer	C	2	1	The inner discharger may be inoperative or missing.	
-04	Right Horizontal Stabilizer	C	2	1	The inner discharger may be inoperative or missing.	
-05	Rudder	C	2	1	One may be inoperative or missing.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed					
71-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
-01	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed					
71-02 ***	Cockpit Voice Recorder (CVR)	A	1	0		
-01	Independent Power Source	C	1	0		
	Other Than A Holder of An Air Carrier or Commercial Operator Certificate					
71-03 ***	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
-01	Independent Power Source	C	1	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
71-03 ***	Holder of an Air Carrier or Commercial Operator Certificate Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within 3 flight-days. NOTE: Applicable to optional installation with separate CVR and FDR. For combination CVFDR refer to item 31-31-01, Flight Data Recorder (FDR) System (Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR))	
-01	Independent Power Source	C	1	0		

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24 Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
00-01	USB charging ports	D	-	0	(M) One or more may be inoperative provided the affected port(s) is/are deactivated.	
20-01 ***	115V AC Outlets	D	-	0	(M) May be inoperative provided the associated inverter is deactivated.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit Sun Visors	D	2	0	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
10-02	Pilot Seat Vertical Adjustment	C	1	0	May be inoperative provided: a) It is acceptable to the flightcrew, and b) Emergency evacuation is not impeded.	
10-03	Pilot Seat Horizontal Adjustment	C	1	0	May be inoperative provided: a) It is acceptable to the flight crew, and b) Emergency evacuation is not impeded.	
11-01	Safety Harness	C	2	1	May be inoperative on the right cockpit seat provided: a) The flight is conducted in single pilot operations, b) The right-hand seat is not occupied, and c) The seat is secured and placarded "DO NOT OCCUPY".	
20-01	Storage Cabinets/Wardrobe	C	-	0	(M) May be inoperative provided: a) The compartment is confirmed to be empty except for those items permanently affixed, b) Any emergency equipment located in the affected compartment is considered inoperative, c) The compartment is secured closed, and d) The compartment is placarded "INOPERATIVE – DO NOT USE".	
20-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-03 ***	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the 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.	
21-01	Passenger Seats	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) 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.	
-01	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats (Cont'd)					
-02	Under Seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, and 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.	
-03	Under Seat Stowage Compartment (Applicable for Executive Seats Only)	D	-	-	May be inoperative provided: a) Baggage is not stowed under associated seat, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) The compartment is not used to store a required life vest.	
-04	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
-05	Swivel/Travel Mechanisms	D	-	-	(M) One or more may be inoperative and the affected seat occupied provided: a) Affected seat is secured in takeoff and landing position, b) Affected seat does not block an emergency exit, and c) Affected seat does not restrict any passenger from access to the main aircraft aisle.	
		C	-	-	One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in the takeoff and landing position.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-01 ***	Cargo Restraint System	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, • Rotorcraft Flight Manual (RFM), • Rotorcraft Flight Manual Supplement, • 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: a) Aircraft is operated in accordance with OEM Weight and Balance source document, and b) Repairs are made within 120 consecutive calendar-days.	

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
60-01	Life Rafts	D	-	-	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
61-01	Life Jackets	D	-	-	(M)(O) Any in excess of those required may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative life jacket and its installed location are placarded inoperative, c) Inoperative life jacket is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-02	Fixed ELTs	A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive days.	
		A	-	0	May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive 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.	
66-01	First Aid Kits (FAK)	A	-	-	(O) If more than one is required by 14 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.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
67-01	Cabin Placards (Seated Passenger Information)	C	-	-	One or more placards may be illegible or missing provided a legible placard is visible from each occupied passenger seat.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Aileron Trim	B	1	0	(M)(O) May be inoperative provided: a) The aileron trim tab is set to, and secured in, the NEUTRAL position, and b) If the autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: If the aileron trim tab cannot be set to the NEUTRAL position, then dispatch is not permitted.	
10-02	Aileron Trim Position Indication	B	1	0	(O) May be inoperative provided: a) Trim tab is visually checked for full range of travel, b) Trim tab is set to position for takeoff and appropriate setting is verified by visual inspection prior to each departure, and c) If the autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.	
20-01	Rudder Trim Position Indication	B	1	0	(O) May be inoperative provided: a) Trim tab is visually checked for full range of travel, b) Trim tab operation is not restricted, and c) Trim tab is set to position for takeoff and appropriate setting is verified by visual inspection prior to each departure.	
60-06	Roll Assist Position Sensor (RAPS)	C	2	0	(M)(O) May be inoperative provided: a) Roth RAPS are electrically isolated, and b) Flightcrew made aware of the impact on the aircraft handling qualities.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
60-07	Multi-Function Spoiler (MFS) system	B	1	0	(O)(M) May be inoperative provided: a) All MFS panels are fully retracted, b) All MFS actuators are visually inspected and confirmed to be braked, c) All MFS actuators are deactivated, d) Aircraft remains at or below FL 250, e) Aircraft speed does not exceed M 0.71, f) Operations do not require airbrake use, and g) Flight manual takeoff and landing performance penalties are applied.	
60-08	Ground Spoiler System	B	1	0	(O)(M) May be inoperative provided: a) All GS panels are fully retracted and verified to be over center, b) All GS actuators are deactivated, c) Anti-skid system is operative, d) Operations are not conducted in known or forecast icing conditions, e) Takeoff or landing is not conducted on unpaved or contaminated runways, and f) Flight manual performance penalties are applied.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Refuel/Defuel Shutoff Valve	C	2	0	May be inoperative provided the aircraft is not pressure fueled or pressure defueled.	
40-01	Fuel Quantity Indication System	B	2	1	(O) One (L or R) may be inoperative provided: <ul style="list-style-type: none"> a) The aircraft is only gravity fueled, b) A visual check of the fuel quantity is performed after refueling, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is operative, and e) Trim indicators are operative. NOTE: Fuel AUTO transfer function inhibited.	
		B	2	0	(O) Both (L and R) may be inoperative provided: <ul style="list-style-type: none"> a) The aircraft is gravity fueled to the maximum, b) The flight is restricted to a maximum of 2 hours, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is operative, e) Trim indicators are operative, and f) Operations do not require use of autopilot. NOTE: Fuel AUTO transfer function inhibited.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Low Level Sensors	C	2	0	One or both may be inoperative provided: a) The aircraft is fueled to the maximum before each flight, and b) The flight is restricted to a maximum of 2 hours.	
42-02	High Level Sensor	C	2	0	One or both may be inoperative provided the aircraft is not pressure refueled (overwing fueling only is allowed).	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Wing Anti-Ice Valve	B	2	1	(O)(M) May be inoperative provided: a) Associated bleed air SOV and the XBV are manually closed, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250.	
10-05	Horizontal Stabilizer De-Ice (HSDI) System	C	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) The caution HSDI Failed On is not displayed on EICAS.	
20-01	Nacelle Inlet Anti-Ice Valve	C	2	0	One or both valves may be failed in the open position provided ambient temperature remains less than 10 °C during ground operations.	
21-01	Nacelle Inlet Anti-Ice Monitoring System	B	1	0	May be inoperative provided operations are not conducted at any time in known or forecasted icing conditions.	
80-01	Ice Detector	C	2	0	One or both may be inoperative provided flight is not conducted into known or forecasted icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate Flight Data Recorder (FDR) System (Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR))	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but 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. 	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Flight Data Recorder (FDR) Recording					
-01	Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
-02	Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	Flight Data Recorder (FDR) Installed for an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
31-03	Flight Data Recorder (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 14 CFR.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Actuator Heater	C	3	0	(O) One or more may be inoperative provided the SAT is maintained above -55 °C in flight.	
41-06	Anti-Skid System	B	1	0	(M)(O) May be inoperative provided: a) The DACU is deactivated, b) Takeoff or landing is not conducted on unpaved, wet or contaminated runways, c) Main braking is verified to be operational without the anti-skid system, d) Ground spoiler system is operative, and e) Flight manual performance penalties are applied.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flight Deck Compartment and Instrument Lighting	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) The three overhead flood lights are operational, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
		C	-	-	Co-pilot's station instrument lights may be inoperative for single pilot operations provided co-pilot's station instrument is not required to be used by the pilot.	
20-01	Passenger Compartment Lighting	D	-	0	May be inoperative provided passengers are not carried.	
		C	-	-	Individual lights may be inoperative provided inoperative lights are not part of the cabin emergency lighting.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Refuel/Defuel Compartment Light	D	1	0	May be inoperative.	
30-02	GSE Storage Compartment Light	D	1	0	May be inoperative.	
30-03	Cargo Area Lights	D	5	0	One or more may be inoperative.	
40-01	Welcome Lights	D	2	0	May be inoperative.	
20-02	Passenger Lighted Information Sign	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
41-01	Navigation/Position Lights	C	3	0	One or more may be inoperative for operations between sunrise and sunset.	
42-01	Anticollision Light System				NOTE: Red beacons and white strobe lights.	
-01	Red Beacons	C	2	0	(O) May be inoperative provided the white strobe lights are operative.	
-02	White Strobe Lights	C	1	0	May be inoperative provided the red beacons are operative.	
43-01	Wing Icing Detection Lights	C	1	0	May be inoperative provided: a) Primary ice detection system is operative, and b) Ground deicing procedures do not require their use.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Landing Lights	B	2	1	The right landing light be inoperative for night operations.	
		C	2	0	May be inoperative for other than night operations.	
45-01	Taxi Lights	C	4	0	May be inoperative.	
46-01 ***	Logo Lights	D	2	0	May be inoperative.	
50-01	Cabin Overhead Emergency Lighting	B	6	5	(O) May be inoperative provided one of the two entrance area spotlights is operative. NOTE: The cabin emergency lighting consists of two spotlights in the entrance area and four table lights.	
		D	6	0	May be inoperative for daylight operations.	
50-02	EXIT Signs	C	3	-	May be inoperative provided 50% of the LEDs are operative and the signs remain legible.	
		A	3	0	May be inoperative for all-cargo operations provided repairs are made at the next major scheduled maintenance interval (i.e., 600 flight-hours or 1 year, whichever comes first).	
60-01	Independent Portable Lights	C	-	-	May be inoperative or missing provided each required crewmember has an operative independent portable light readily available when seated at designated station.	
		D	-	-	May be inoperative or missing for other than night operations under VFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Vertical Speed Indication	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) The operative VSI is on the pilot in command side, or b) Procedures do not require its use. 	
14-01	Primary Airspeed Indication	B	2	1	The co-pilot's primary airspeed indication may be inoperative for single pilot operations.	
16-01	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: <ol style="list-style-type: none"> 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. 	
-01	Aural Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	
-02	Visual Alert	C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16-02	Primary Altitude Indication	B	2	1	The co-pilot's primary altitude indication may be inoperative for single pilot operations.	
21-01	Standby Attitude Indicator (ESIS)	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) Not in known or forecast over-the-top conditions.	
24-01	Turn Indication	C	-	0	May be inoperative for single pilot operations provided: a) Operations are conducted under day VMC, and b) ESIS is operative on the pilot's side.	
		B	-	0	May be inoperative provided three independent attitude indications are operative.	
		C	-	1	May be inoperative provided: a) The pilot in command turn/slip indicator is operative, and b) Primary attitude indications are operative on pilot in command side.	
		B	-	1	May be inoperative provided: a) Operations are conducted under day VMC, and b) Primary attitude indications are operative on pilot in command side.	
		B	-	1	May be inoperative provided: a) Operations are conducted under day VMC, and b) Primary attitude indications are operative on pilot in command side.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24-02	Slip Indication	C	-	1	May be inoperative provided the operative slip/skid indication is on the pilot-in-command station.	
25-01	Flight Director Symbols (FD Bars)	C	2	0	May be inoperative provided: a) Affected flight director is not part of the equipment required for intended operation, and b) Associated autopilot, if affected, is considered inoperative (refer to item 22-10-01, Autopilot).	
31-01	VOR	C	2	0	May be inoperative provided operations do not require its use.	
32-01	ILS	B	2	0	May be inoperative provided operations do not require its use.	
		D	2	0	May be inoperative for VFR operations.	
34-01	Marker Beacon	C	1	0	May be inoperative for IFR operations provided approach procedures do not require their use.	
		D	1	0	May be inoperative for VFR operations.	
41-01	IRS	C	1	0	May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Weather Detection System					
-01	Weather Radar	D	1	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	1	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	1	0	May be inoperative provided operations do not require its use.	
-02 ***	XM Weather System	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided operations do not require their use.	
		C	-	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative provided weather radar and/or stormscope is operational.	

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Sequence No.	Item	1	2	3	4	Change Bar
42-03 ***	Stormscope Lightning Detection System	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided operations do not require their use.	
		C	-	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative provided weather radar and/or XM weather is operational.	
44-01	Radar Altimeter	C	1	0	May be inoperative provided operations do not require its use. NOTE: Synthetic vision below 2,500 ft. and TCAS will be unavailable and TAWS will have degraded functionality.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-02	Ground Proximity Warning System (GPWS) Class A TAWS Equipment Required	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	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.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	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 are not required by 14 CFR, and b) Alternate procedures are established and used.	
-05	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system (predictive) operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-03	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.	
44-04	Terrain Displays	C	-	1		
		B	-	0		
44-05 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-06	Ground Proximity Warning System (GPWS) Class B TAWS Equipment Required	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	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.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03 ***	Modes 2, 4, and 5	C	3	0		
-04	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 are not required by 14 CFR, and b) Alternate procedures are established and used.	
-05 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-07	Terrain System - Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
44-08 ***	Terrain Displays	C	-	0		
44-09 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-10 ***	TAWS/GPWS Class C TAWS Equipment Required	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
45-01	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) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-01	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.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the 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.	
-03	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require the use of TCAS.	
-05	Airspace Selection Function	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Distance Measuring Equipment (DME) Systems	C	2	0	Any in excess of those required by 14 CFR may be inoperative.	
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	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	2	1	Any in excess of those required by 14 CFR may be inoperative.	
-01	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.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-02 ***	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	(O) 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	(O) One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter 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 function that operates normally may be used.	
		C	-	1	(O) One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	(O) May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
55-01	Automatic Direction Finding Equipment (ADF)	D	1	0	May be inoperative provided operations do not require its use.	
57-01	Global Navigation Satellite System (GNSS)	C	2	-	(O) One or more may be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are developed and used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Navigation Database	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) 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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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flightcrew Fixed Oxygen System					
-01	Flightcrew Compartment Quantity Indication	C	1	0	(O) May be inoperative provided a procedure is established to ensure that the oxygen supply is at or above the minimum for the intended flight.	
-02	Oxygen Bottle Gauge	C	1	0	May be inoperative provided the associated flightcrew compartment quantity indication is operative.	
-03	Flightcrew Oxygen Masks	C	2	1	The co-pilot mask may be inoperative provided the right seat is not occupied and placarded "DO NOT OCCUPY".	
20-01	Passenger Oxygen System	B	-	0	(O) May be inoperative provided: a) Maximum altitude is limited to 10,000 ft. MSL, b) Adequate supply of fresh air is provided to the cabin, and c) Passengers are appropriately briefed.	
20-02	Automatic Mask Deployment System	C	1	0	(O) May be inoperative provided maximum altitude is limited to 10,000 ft. MSL if passengers are onboard.	
20-03	Passenger Dropdown Masks	C	-	-	(O) One or more may be inoperative provided: a) Affected seats are blocked and placarded "DO NOT OCCUPY", and b) Units are operative for all operative passenger seats and lavatory (if applicable).	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Air Shutoff Valve (SOV)	C	2	1	(M)(O) May be inoperative provided: a) Bleed air SOV is secured fully closed, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250. NOTE: Dispatch with an SOV failed open/partially open is not permitted.	
10-02	Bleed Air Pressure Regulating Valve (PRV)	C	2	1	(O) May be inoperative provided: a) Bleed air SOV is manually selected closed, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Water and Waste System	D	1	0	(M) May be inoperative provided: a) Water/waste is drained and system inspected for residual leakage, b) System components are deactivated, and c) Lavatory is secured in the stowed position.	

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45 Central Maintenance System (CMS)						
Sequence No.	Item	1	2	3	4	Change Bar
10-01	Central Maintenance Computer (CMC)	D	1	0	May be inoperative.	

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46 Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Display Units					
-01	Co-Pilot PFD	C	1	0	May be inoperative provided the flight is conducted in single pilot operations.	
-02	Lower MFD	B	1	0	May be inoperative provided: a) Reversionary modes are operational, b) Pilot ESIS is operational, and c) Single pilot operations are not conducted.	
31-01	Cursor Control Device (CCD)	C	1	0	May be inoperative.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Cargo Door Actuation System	D	1	0	(M) May be inoperative provided: a) The actuator is electrically deactivated, and b) The cargo door is verified to be properly closed and locked before each flight.	

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73. Engine Fuel and Control						
Sequence No.	Item	1	2	3	4	Change Bar
21-01	L FADEC TLD/ R FADEC TLD (Ground Only) (Status)	A	2	0	May be displayed provided repairs are made during the next scheduled engine maintenance/120 days (whichever occurs first) from the occurrence of the fault. NOTE: Both of the status messages may be displayed concurrently.	