



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 03/25/2021

Daher Aerospace
TBM700, 850, 900, 910, 930, 940
(TBM700 A/B/C1/C2/N)

Jeffrey F. Rock, Chair
Flight Operations Evaluation Board (FOEB)

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

Telephone: (816) 329-3282
Fax: (816) 329-3241
Email: 9-AVS-AFS-100@faa.gov

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AIRCRAFT:
 TBM – 700 Series

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LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|----------|------------|-----------------|
| Original | 04/14/2004 | Original issue. |
| 1 | 05/08/2006 | All Pages. |
| 2 | 03/25/2021 | All Pages. |

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HIGHLIGHTS OF CHANGE

The following changes 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. |
| All pages | The Revision 2 includes the following elements throughout: <ul style="list-style-type: none">- Some items have been added, including Garmin Gx000 integrated flight decks related items.- Some items have been renamed, for harmonization with other DAHER technical documentation.- Consideration of new and updated Policy Letters.- Consideration of PART-91 and PART-135 operational requirements for remarks and exceptions, to help operators to develop their own MEL.- Applicability modifications for configuration management purpose. |

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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 DEFINITIONS, in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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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 PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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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:

Daher has developed recommended (M) maintenance and (O) operational procedures for the TBM 700 series MMEL. They are contained in the TBM operational and maintenance procedures guide. Operator's MEL procedures should be based on the Daher procedures.

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 1 | Vapor Cycle Cooling System (VCCS) | C | 1 | 0 | (M) May be inoperative provided Maintenance procedure to properly secure VCCS is accomplished. | |
| 2 | Air Cycle System (ACS) (Only for TBM700 or TBM850 not equipped with Liebherr GAS System) | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED. | |
| 3 | Emergency Dump Function | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED. | |
| 4 | Safety Valve | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED. | |
| 5 | Outflow Valve | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED. | |

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 6 | Pressurization Controller | C | 1 | 0 | (O) May be inoperative provided the flight is conducted unpressurized. | |
| 7 | Cabin Differential Pressure Indicator | C | 1 | 0 | (O) May be inoperative provided the flight is conducted unpressurized. | |
| 8 | Cabin Altimeter Indicator | C | 1 | 0 | (O) May be inoperative provided the flight is conducted unpressurized. | |
| 9 | Cabin Vertical Speed Indicator | C | 1 | 0 | (O) May be inoperative provided the flight is conducted unpressurized. | |
| 10 | "CABIN DIFF PRESS" or "CABIN ALTITUDE" or "CAB PRESS" Red Warning | C | 1 | 0 | May be inoperative provided the flight is conducted at or below 10000 ft, MSL, MEA or MOCA allowing. | |
| 11 *** | Temperature Control System (Automatic Mode Only) | C | 1 | 0 | May be inoperative provided the Temperature Control System Default mode is operative. | |
| 12 | AUTO function (Only for TBM850 not equipped with Liebherr GAS System; Automatic switch between P3/P2.5 bleed) | C | 1 | 0 | (O) AUTO function may be inoperative, provided: <ul style="list-style-type: none"> a) HI function is selected and operative, b) The power is limited to 700 SHP, c) "850 OPERATION PROHIBITED" placard in installed on Instrument Panel. | |
| | | B | 1 | 0 | (O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor. | |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 13 | HI function (P3 bleed) (Only for TBM850 not equipped with Liebherr GAS System) | C | 1 | 0 | (O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor. | |
| | | B | 1 | 0 | (O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor. | |
| 14 | Ventilation outlets | C | - | 0 | | |
| 15 | Cabin fan speed "FAN" selector | C | 1 | 0 | | |
| 16 | Cockpit fan speed "FAN" selector | C | 1 | 0 | | |
| 17 | Cabin temperature "TEMP" Selector | C | 1 | 0 | May be inoperative. | |
| 18 | Cockpit temperature "TEMP" selector | C | 1 | 0 | May be inoperative provided cabin temperature remains suitable for operation. | |

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| | |
|-------------------------------|--|
| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1 | Autopilot (AFCS) | C | 1 | 0 | (M)(O) May be inoperative provided operations do not require its use. NOTE 1: For RVSM operations, the autopilot altitude hold function must be operative. NOTE 2: HomeSafe function is considered inoperative. | |
| 2 | Yaw Damper Function | C | 1 | 0 | (M) May be inoperative provided the connectors are removed and secured from the Yaw servo. | |
| 3 | Autopilot Disconnect (AP DISC) | C | 2 | 1 | One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot. | |
| 4 | AFCS Control Unit (GMC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 2 | 0 | May be inoperative provided autopilot is not used. | |
| | 1. Course (CRS) knob | C | 2 | 0 | May be inoperative provided operations do not require its use. | |
| | 2. Flight Director (FD) key | C | - | 0 | May be inoperative provided operations do not require its use. | |
| | 3. Autopilot (AP) key | C | 1 | 0 | May be inoperative provided Autopilot is considered inoperative. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| | 4. Yaw Damper (YD) key | C | 1 | 0 | (O) May be inoperative provided rudder trim is operative. | |
| | | | | | NOTE: If YD is engaged, can be disengaged by AP TRIM DISC selection. | |
| | 5. Navigation (NAV) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 6. Heading (HDG) key | C | 1 | 0 | May be inoperative provided Autopilot is considered inoperative. | |
| | 7. Heading selector (HDG) knob | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 8. Bank (BANK) key | C | 1 | 0 | May be inoperative provided approach minimum do not require its use. | |
| | 9. Heading Synchronization (PUSH SYNC) knob | C | 1 | 0 | May be inoperative provided Heading Selector is operative. | |
| | 10. Flight Level Change (FLC) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 11. Vertical Navigation (VNV) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 12. Altitude Hold (ALT) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | | | | | NOTE: For RVSM operations, the autopilot altitude hold function must be operative. | |

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TABLE KEY

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

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| | 13. Vertical Speed (VS) Mode key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 14. Nose up/down (DN UP) wheel | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 15. Altitude Selector (ALT SEL) Knob | C | 1 | 0 | May be inoperative provided Autopilot is considered inoperative. | |
| | 16. AFCS control unit LEDs | D | - | 0 | (O) May be inoperative provided operations require monitoring of each engaged autopilot mode in AFCS status box. | |
| | 17. Approach (APR) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 18. Back Course (BC) key | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 19. Coupled Side (XFR) key | C | 1 | 0 | May be inoperative provided arrow points to pilot-flying side. | |
| | 20. Altitude Selector Synchronization (PUSH SYNC) knob | C | 1 | 0 | | |
| | 21. Speed Selector (SPD) key (Only for TBM700 or TM850 equipped with G1000; or TBM900 or TBM910 or TBM930) | D | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 22. Speed Selector (SPD) knob (Only for TBM940) | C | 1 | 0 | | |

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TABLE KEY

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

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| | 23. IAS-MACH Selector (PUSH IAS-MACH) knob (Only for TBM940) | D | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | 24. FMS/MAN selector (Only for TBM940) | C | 1 | 0 | (O) May be inoperative provided: a) The pilot uses the AT function in the selected mode, and b) The pilot does not use FMS.MAN selector during operation. | |
| | 25. Auto Throttle (AT) button (Only for TBM940) | | | | May be inoperative provided AT function is considered inoperative. | |
| 5 *** | Level mode Pushbutton (LVL) | C | 1 | 0 | | |
| 6 | LVL Pushbutton LEDs | C | 1 | 0 | (O) May be inoperative provided pilot verifies LVL annunciation in flight if LVL pushbutton is engaged. | |
| 7 | Flight Director (Only for TBM700 or TM850 equipped with G1000; or TBM900 or TBM910 or TBM930 or TBM940) | D | 2 | 0 | May be inoperative provided: a) Operations do not require its use, and b) Autopilot is considered inoperative. | |
| 8 | Go Around (GA) Switch | C | 1 | 0 | May be inoperative provided autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|--|
| 9 | Auto Throttle (AT) function (Only for TBM940) | C | 1 | 0 | (O) May be inoperative provided: a) Throttle operated normally, and b) "STABILITY & PROTECTION" disabled through avionic setup before flight. NOTE: HomeSafe function is considered inoperative. | |
| 10 | AT Disconnect (AT DISC) Button (Only for TBM940) | C | 1 | 0 | May be inoperative provided pilot in command's AP DISC button is operative. | |

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

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|--|------------|
| 1 | Communications Systems | | | | | |
| | 1. VHF Communication Systems | 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. | |
| | | C | 2 | 1 | Any in excess of those required by 14 CFR may be inoperative provided COM1 is operative. NOTE: COM1 is the only VHF communication system powered by the aircraft Emergency Power Systems. | |
| *** | 2. HF Communication System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 2 | Cockpit Speakers | C | - | 0 | May be inoperative provided an operative headset is available to each flightcrew member. | |
| 3 | Control Wheel Press to Talk Switches | C | 2 | 0 | May be inoperative provided Hand Microphone on affected side is operative. | |
| 4 | Voice Activated Interphone System | C | 1 | 0 | (O) May be inoperative provided PIC provides briefing to right seat occupant of how communications will be accomplished. | |
| 5 | Wing Static Discharger | C | 4 | 2 | Both outermost Wing Discharger must be installed and undamaged. Remainder of Wing Discharger may be inoperative or missing. NOTE: All Tail Discharger must be installed and undamaged. | |

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

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 6 *** | Passenger Address (PA) System | | | | | |
| | 1. Passenger Configuration | 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. | |
| | 2. 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. | |
| 7 | Oxygen Mask Microphones | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | C | 2 | 1 | May be inoperative provided pilot in command's oxygen mask microphone is operative. | |
| 8 | Hand Microphone | C | - | 1 | Right side may be inoperative. | |
| | | C | - | 0 | May be inoperative provided Headset with Microphone is operative on side with inoperative Hand Microphone. | |
| | | D | - | 0 | Any in excess of those required by regulation may be inoperative. | |

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| TABLE KEY | | | |
|-----------|---------------------------|--|--|
| 1. | REPAIR CATEGORY | | |
| 2. | NO. INSTALLED | | |
| 3. | NO. REQUIRED FOR DISPATCH | | |
| 4. | REMARKS OR EXCEPTIONS | | |

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 9 | Crew Headset with Microphone | C | - | 1 | Right side may be inoperative. | |
| | | C | - | 0 | May be inoperative provided Hand Microphone and Cockpit Speaker are operative. | |
| | 1. Headset Boom Microphone | | | | | |
| | “Holder of an Air Carrier or Commercial Operator Certificate” | A | - | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | “Operator other than a Holder of an Air Carrier or Commercial Operator Certificate” | A | - | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable 14 CFRs. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | 2. Headset Earphones/Headphones | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| *** | 3. Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |
| 10 *** | Passenger Headset | D | - | 0 | | |

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|-------------------------------|--|

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 11 | Inter Com | C | 1 | 0 | May be inoperative for single pilot operations. | |
| 12 | Audio panel (GMA) | | | | | |
| | 1. Audio panel (GMA) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910) | C | 2 | 1 | One may be inoperative. NOTE: When GMA1 is inoperative, audio communication with passengers is lost. | |
| | | C | 2 | 0 | Both may be inoperative for single pilot operations provided COM2 is not required by regulations. NOTE: When GMA1 is inoperative, audio communication with passengers is lost. | |
| | Annunciators LEDs | D | - | 0 | (O) May be inoperative provided PIC verifies audio mode function is operative. | |
| | INTR COM key | D | 2 | 0 | Both may be inoperative for single pilot operations. | |
| | | D | 2 | 1 | | |
| | PA key | C | 2 | 0 | May be inoperative provided Passenger Address is considered inoperative. | |
| | CABIN key | D | 2 | 0 | | |
| *** | MUSIC key | D | 2 | 0 | | |
| | PLAY key | D | 2 | 0 | | |
| | 2. Audio panel (GMA) (Only for TBM930 or TBM940) | C | 1 | 0 | May be inoperative for single pilot operations provided COM2 is not required by regulations. NOTE: When GMA is inoperative, audio communication with passengers is lost. | |

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

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 13 | Control Wheel (Only for TBM900, TBM910, TBM930 or TBM940) | | | | | |
| | 1. Dedicated COM2 (standby/active switch) | D | 2 | 0 | | |
| 14 | Touchscreen controller (Only for TBM930 or TBM940) | C | 2 | 1 | One may be inoperative provided flight is performed according to VFR conditions. | |
| 15 *** | LH headset additional plug on dashboard (if installed) | D | 1 | 0 | May be inoperative provided each flightcrew member has his standard plug operative. | |
| 16 *** | Crew music function (if installed) | D | 1 | 0 | | |
| 17 *** | Flight phone system (if installed) | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |

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TABLE KEY

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

24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------------|---|---|---|---|------------|
| 1 | Standby Generator | B | 1 | 0 | (O)(M) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Flight is not an IFR 14 CFR 135 passenger carrying flight, c) The Starter Generator is operative, and d) An alternate airport is available within 30 minutes flying time from any point along the flight path. NOTE: CHECKING the Stand-By Generator Voltage and Current after engine start is "PROHIBITED". | |
| 2 | External power system equipment | D | 1 | 0 | May be inoperative. NOTE: A battery start may be performed. | |
| 3 | External power system door | D | 1 | 0 | May be inoperative in the LOCKED position. NOTE: A battery start may be performed. | |
| 4 *** | USB charging outlet (if installed) | D | - | 0 | | |

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|-------------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1 | Pilot Seat(s) | | | | | |
| | 1. Seat Belt/Shoulder Harness | C | - | 1 | May be inoperative on right side provided: a) Seat is not occupied, and b) Seat is placarded "DO NOT OCCUPY". | |
| *** | 2. Seat Belt/Shoulder Harness Airbag System | C | - | 0 | (M) May be inoperative provided: a) Seat belt or shoulder harness operates normally, and b) System is deactivated. | |
| | 3. Vertical Adjustment | C | - | 0 | (M) May be inoperative provided the seat is secured in a position that is acceptable to the affected flightcrew member. | |
| | 4. Fore and Aft Adjustment | C | - | 0 | (M) May be inoperative provided: a) The seat is secured in a position that is acceptable to the affected crewmember, and b) Rudder Pedal adjustment is operative. | |
| | 5. Recline Mechanism | C | - | 0 | (M) May be inoperative provided: a) The seat is secured in the upright position, and b) The position is acceptable to the affected crewmember. | |
| | | | | | NOTE 1: The use of additional cushions to remedy any of the above conditions is unacceptable. | |
| | | | | | NOTE 2: If the RIGHT seat is occupied by a passenger, ATA 25-2 is applicable. | |

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|-------------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 2 | Passenger Seat(s) | D | - | - | May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seatbelt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. | |
| | 1. Positioning Controls for Taxi, Takeoff and Landing (TTL) (Mechanical and/or Electrical) | D | - | - | (M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position. | |
| | | D | - | - | May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position. | |
| | 2. Armrest | D | - | - | May be inoperative or missing and seat occupied provided it does not restrict access to an emergency exit, egress route, or main aisle. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 3 *** | Non-Essential Equipment & Furnishings (NEF) | - | - | - | May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. | |
| 4 *** | Automatic Emergency Locator Transmitter (ELT) | C | 1 | 0 | May be inoperative for published scheduled air carrier service. | |
| | | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. | |
| | | A | - | 0 | (M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided the system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be missing. | |
| | 1. Remote ELT Switch | D | 1 | 0 | (M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED position. | |
| | 2. ELT Indicator Light | D | - | 0 | | |
| | 3. ELT Aural Alarm | D | - | 0 | | |

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 TBM – 700 Series

TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 5 | Flotation Equipment | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 6 | Emergency Medical Equipment | | | | | |
| | 1. Emergency Medical Kit (EMK) and/or Associated Equipment | A | - | 0 | (O) May be incomplete, missing or inoperative provided: a) EMK is sealed in 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 1 flight. | |
| | | D | - | - | Any in excess of those required by CFR may be incomplete, missing or inoperative. | |
| | 2. First Air Kit (FAK) and/or Associated Equipment | A | - | - | (O) If more than one is required by CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is sealed in 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 1 flight. | |
| | | D | - | - | Any in excess of those required by CFR may be incomplete, missing or inoperative. | |

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TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------------------------------|
| 7 | Rudder Pedal Adjustment | C | 1 | 0 | (M) May be inoperative provided: a) The rudder pedal adjustment is blocked, b) The pilot's seat fore/aft adjustment is operative, and c) The position is acceptable to the pilot before each flight. | |
| 8 | Cabin 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 in the CLOSED position, 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 items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. | |

(Continued)

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 TBM – 700 Series

TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|---------------|
| 8 | Cabin Storage Bin(s) and Galley Storage Compartment/Closets (Cont'd) | C | - | - | (M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, f) Passengers are briefed that affected bin, compartment or closet is not used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.</p> | |

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TABLE KEY

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

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------|---|---|---|--|---------------|
| 9 *** | Cargo Restraint Systems | A | - | - | (M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type certificate (TC), • Supplemental Type Certificate (STC); • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days. | |
| | | A | - | - | (M) May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days. | |
| | | A | - | - | (M) May be inoperative or missing provided: a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 10 | Cockpit Sun Visor System and/or Attachment Mechanism | D | 2 | 1 | (O) May be inoperative or missing provided: a) Pilot in command's sun visor is operative, and b) There are no visual restrictions to the flightcrew. | |
| 11 *** | Emergency Medical Services (EMS) Equipment | C | - | 0 | (O) (M) May be inoperative provided the inoperative system and/or component is secured. | |
| 12 | Portable Lights | C | - | 1 | May be inoperative provided: a) Pilot's light is operative for single pilot operations, and b) Ground deicing procedures do not require their use. | |
| | | C | - | 0 | May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require their use. | |
| 13 *** | Seat Heating Function (If Installed) | D | - | 0 | (M) May be inoperative provided "SEAT HEATERS" breaker is pulled and collared. | |
| 14 *** | Lavatory Compartment | | | | (M) May be inoperative provided: a) Chemical toilet tanks are emptied, or chemical toilet is removed from lavatory compartment, b) Toilet assembly is inspected for leaks, c) Lavatory seat is closed and placarded "INOPERATIVE – DO NOT USE", d) The divider panels are folded, and e) Cabin occupants are briefed before departure that lavatory is inoperative and unusable. | |

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|-------------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|---|------------|
| 15 *** | Curtains | D | 1 | 0 | May be inoperative provided affected curtains are stowed in the full opened position. | |
| 16 | Window Curtains | D | 8 | 0 | | |
| 17 | Smoke Goggles | D | 2 | 1 | May be inoperative or missing provided pilot in command's smoke goggles are operative. | |
| 18 | Cabin Card Table | D | 1 | 0 | (M) May be removed and seats occupied. May be inoperative and seats occupied provided the table is in the stowed position. | |
| 19 | HomeSafe Function (If Equipped) | D | 1 | 0 | (O)(M) May be inoperative provided: a) "HOMESAFE" circuit breaker is pulled and collared, b) Fuel shut off valve is open, and c) Brakes operate normally. NOTE: "HSBK" message may be displayed on PFD. | |

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 TBM – 700 Series

TABLE KEY

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

26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|--|---------------|
| 1 | Portable Fire Extinguisher(s) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional unit, and b) Required distribution is maintained. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1 | Trim Position Indicators (Rudder, Aileron, or Elevator) | C | 3 | 0 | (O) May be inoperative provided: a) Tabs are visually checked for full range of operation, b) Tabs operation are not restricted, c) Affected Rudder and/or Elevator Tabs are positioned to take-off position prior to each departure, and take-off position is verified by visual inspection, and d) Affected Aileron Tab is positioned to neutral position prior to each departure, and neutral position is verified by visual inspection. | |
| | | | | | NOTE: Trim functions must be operative. | |
| 2 | Flap Position Indicator | C | 1 | 0 | (O) May be inoperative provided: a) Flaps are visually checked for travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure. | |
| 3 | Electric Elevator Trim System | C | 1 | 0 | (M) May be inoperative provided Manual Trim is unaffected and Autopilot is considered inoperative. | |
| 4 | Aileron Trim | B | 1 | 0 | (O)(M) May be inoperative provided a) The Aileron Trim tab is set to neutral, and b) "AIL TRIM" circuit breaker is pulled and secured. | |

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TABLE KEY

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

27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------|---|---|---|---|------------|
| 5 | Rudder Trim | B | 1 | 0 | (O)(M) May be inoperative provided: a) The Rudder Trim tab is set to middle position between neutral and takeoff position, b) Flight is conducted in VMC, c) IAS is limited to 178 KIAS, and d) "RUD TRIM" circuit breaker is pulled and secured. | |
| 6 *** | Stick Shaker | C | 1 | 0 | (O)(M) May be inoperative provided: a) "SHAKER" circuit breaker is pulled and collared, and b) The stall warning aural alert system is checked operative prior to each departure. | |

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TABLE KEY

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

28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1 | Low Fuel Level Annunciators (Left and Right) | C | 2 | 0 | (O) May be inoperative provided: a) All fuel quantity indicating systems are operative, and b) The fuel flow meter indicator is operative. | |
| 2 | Fuel Flow and/or Fuel Used Indicators | C | 1 | 0 | (O) May be inoperative provided: a) The Automatic Fuel Selector Function is operative, b) Both Low Fuel Level Annunciators are operative, and c) Both Fuel Quantity Indicators are operative. | |
| 3 | Automatic Fuel Selector Function | B | 1 | 0 | (O) May be inoperative provided: a) The Manual Tank Selector is operative, b) Both Low Fuel Level Annunciators are operative, c) Both Fuel Quantity Indicators are operative, and d) Fuel balance is verified every 20 minutes (if autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance). | |
| 4 | SHIFT Push-Button | C | 1 | 0 | May be inoperative provided the Automatic Fuel Selector Function is considered inoperative. | |

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|-------------------------------|--|

30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 1 | Pitot Heaters | B | 2 | - | May be inoperative provided: a) Flight is not conducted into visible moisture or into known or forecast icing conditions, and b) Not required by 14 CFR. NOTE 1: Both must be operative for RVSM operations. NOTE 2: Both must be operative for IFR 14 CFR 135 passenger carrying flight. | |
| 2 | Stall Vane Heater | C | 1 | 0 | May be inoperative provided: a) Operations are not conducted into known or forecast icing conditions, and b) The Stall Warning System is verified to function properly. | |
| 3 | Inertial Separator System | C | 1 | 0 | (M) May be inoperative provided Separator is verified OPEN and switch is verified ON. | |
| 4 | Airframe De-Ice System | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |
| 5 | Propeller De-Ice System | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |
| 6 | Left Windshield Deicing System | C | 1 | 0 | (M) May be inoperative provided operations are not conducted into known or forecast icing conditions and the Defog System is operative. | |
| 7 *** | Right Windshield Deicing System (If Installed) | C | - | - | (M) May be inoperative. | |

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|-------------------------------|--|

30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 8 | Right Windshield Defog Outlet | C | 1 | 0 | May be inoperative in single pilot configuration provided: a) Left windshield defog system is operative, b) The flight is not conducted into heavy precipitations or into known or forecast icing conditions, and c) Crew has a means to clear windshield of moisture. | |
| 9 | Cockpit Window Defog Outlet | C | 2 | 0 | May be inoperative provided crew has a means to clear window of moisture. | |
| 10 *** | Automatic Ice Detection System (If Installed) | C | 1 | 0 | May be inoperative provided: a) Manual deicing system is operative, and b) Manual operation of deicing system is performed by the pilot. | |

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 TBM – 700 Series

TABLE KEY

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

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1 | Clock with Sweep Second Hand or Electric Digital Clock (Only for TBM700 or TBM850 not equipped with G1000) | C | 1 | 0 | May be inoperative provided: a) Operations are conducted under VFR conditions, and b) Not required by 14 CFRs. | |
| | | C | 1 | 0 | (O) May be inoperative provided an accurate timepiece is operative on the flightcrew compartment indicating the time in hours, minutes and seconds. NOTE: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable. | |
| 2 | Hourmeter | C | 1 | 0 | (O) May be inoperative provided operator develops procedure of how time will be monitored and recorded. | |
| 3 *** | Light Data Recorder (LDR) | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | A | - | - | May be inoperative provided repairs are made prior the completion of the next heavy maintenance visit. | |

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TABLE KEY

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

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 4 | PFD Stopwatch TMR Function (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | C | - | 0 | May be inoperative provided: a) Operations are conducted under VFR conditions, and b) Not required by 14 CFRs. | |
| | | C | - | 0 | (O) May be inoperative provided an accurate timepiece is operative on the flightcrew compartment indicating the time in hours, minutes and seconds. NOTE: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable. | |
| 5 | MFD Display (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, b) Weather radar information and control are not required for the flight, c) PFD1 display backup button is set to "Reversionary Mode", d) Fuel Flow function and Fuel Used function are considered inoperative, e) Aileron and Rudder trims indications are considered inoperative, and f) If G1000 Oxygen pressure indication is installed, external oxygen pressure gauge is checked before each flight. | |
| | | C | - | - | Any MFD function in excess of those required by regulations may be inoperative provided alternate procedures are established and used. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 6 | PFD2 (RH) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910) | B | 1 | 0 | May be inoperative for single pilot operation provided: a) MFD is operative, and b) Com2, Nav2, Dme, Xpdr2 are no required by applicable regulation for the intended route. NOTE: The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules. | |
| 7 | PFD2 (RH) Keys and Knobs (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910) | D | - | - | Any PFD2 keys and/or knobs may be inoperative provided COM2 control knob is operative in dual pilot configuration. | |
| 8 | PFD2 (RH) (Only for TBM930 or TBM940) | B | 1 | 0 | May be inoperative for single pilot operation provided: a) MFD is operative and, b) Both touchscreens controllers are operative, and c) Com2, Nav2, Dme, Xpdr2 are not required by applicable regulations for the intended route. NOTE: The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules. | |
| 9 | PFD2 (RH) Keys (Only for TBM930 or TBM940) | D | - | - | Any PFD2 keys may be inoperative. | |

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TABLE KEY

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

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 10 | Control Wheels (Only for TBM900, TBM910, TBM930 or TBM940) | | | | | |
| | 1. Dedicated Chronometer Management Switch | D | 2 | 0 | | |
| 11 *** | ECTM SD CARD (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | C | 1 | 0 | (O) May be inoperative or missing provided alternate means is used to record engine exceedances and engine condition trend monitoring data if required. | |
| 12 *** | FASTBOX (If Installed) | D | 1 | 0 | May be inoperative or missing. | |
| 13 | Display Reversion Pushbutton Backlighting (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | D | 2 | 0 | | |
| 14 | PFD2 (RH) Reversion Pushbutton (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | C | 1 | 0 | May be inoperative provided: a) PFD1 (LH) reversion switch is operative, and b) Aircraft is operated from left seat. | |
| 15 | Primary Instrument Baro Set Knob (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 2 | 1 | May be inoperative provided: a) Left side baro set knob is operative for single pilot operation, and b) Baro sync function is operative and selected. | |

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TABLE KEY

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

32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------|---|---|---|--|------------|
| 1 | Parking Brake System | C | 1 | 0 | (O) May be inoperative provided wheel chocks are used on each side of main tires when parked. | |
| 2 | Landing Gear Retraction | B | 3 | - | (O)(M) May be inoperative provided: a) "LDG GEAR" breaker is pulled and collared, b) 3 green indicators are lighted, c) landing gear control selector is on DN position, d) The flight is not conducted into known or forecast icing conditions, and e) IAS is limited to 178 KIAS. NOTE 1: Fuel consumption will be increased compared to a normal flight. A relevant fuel management should be performed. NOTE 2: (for TBM900, TBM910, TBM930 or TBM940 only): When engine is running, "GEAR UNSAFE" is lit OFF on both Landing Gear Control Panel and G1000, G1000 Nxi or G3000 CAS window. | |
| 3 *** | Brake Wear Pin | C | - | 0 | May be missing. | |

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TABLE KEY

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

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1 | Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System | C | - | - | Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lightning 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 annunciators/indications are excluded from this relief. NOTE 2: Instrument panel emergency lighting must be operative. | |
| 2 | Cabin Lights | C | - | - | May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew. | |
| 3 *** | Anti-Collision Beacon Light System | C | 1 | 0 | | |

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TABLE KEY

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

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 4 | Landings Lights | C | 2 | 0 | Both may be inoperative for day operations. | |
| | | C | 2 | 1 | One may be inoperative for night operations provided the Taxi Light is operative. | |
| 5 | Position Lights | C | 4 | 0 | May be inoperative for operations from sunrise to sunset. | |
| 6 | Taxi Lights | C | 1 | 0 | May be inoperative for operations from sunrise to sunset. | |
| | | C | 1 | 0 | May be inoperative for night operations provided one Landing Light is operative. | |
| 7 | Wing Ice Light | C | 1 | 0 | (O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use. | |
| 8 *** | Landing Lights Pulse Mode (If Installed) | C | 1 | 0 | May be inoperative provided: a) Landing lights are operative, and b) The Pulse Light System is turned off. | |
| 9 | Navigation Lights | C | 2 | 0 | May be inoperative for day operations. | |
| 10 | Recognition Lights (Only for TBM900, TBM910, TBM930 or TBM940) | C | 2 | 0 | | |

AIRCRAFT:
TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1 | Primary Altimeter, Adjustable for Barometric Pressure (Only for TMB700 or TBM850 neither equipped with G1000) | B | - | 1 | May be inoperative on right side for operations not requiring a second-in-command. NOTE: For RVSM operations both Altimeters (AM-250) must be operative. | |
| 2 | Primary Airspeed Indicators (Only for TMB700 or TBM850 neither equipped with G1000) | B | - | 1 | May be inoperative on right side for operations not requiring a second-in-command. | |
| 3 | Primary Attitude Indication (Only for TMB700 or TBM850 neither equipped with G1000) | | | | | |
| *** | 1. EADI | B | - | 0 | May be inoperative for day VFR operations provided Standby Attitude Indicator is operative. | |
| *** | 2. ADI | B | - | 0 | May be inoperative for day VFR operations provided Standby Attitude Indicator is operative. | |
| 4 | Standby Attitude Indicator | C | - | 0 | May be inoperative provided 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 | 1 | Must be operative on left side for IFR 14 CFR part 135 passenger carrying operations. | |
| | | B | 2 | 0 | Both may be inoperative for day VFR operations. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 6 | 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. | |
| *** | 1. 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. | |
| 7 | Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV) | C | - | - | May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use. | |
| 8 | Navigation Databases | A | - | 0 | May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. | |
| | | | | | NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 9 | Marker Beacon Receiver | C | 1 | 0 | May be inoperative provided approach procedure does not require its use. | |
| 10 *** | Radar Altimeter | C | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 11 | Distance Measuring Equipment (DME) Systems | D | 1 | 0 | Any in excess of those required by 14 CFR may be inoperative. | |
| 12 *** | Automatic Direction Finder (ADF) | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 13 | Radio Magnetic Indicator (RMI) (Only for TMB700 or TBM850 neither equipped with G1000) | C | 1 | 0 | | |
| 14 | Altitude Alerting System | A | - | 0 | (O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight-days. NOTE: For RVSM operations the Altitude Alerting System must be operative. | |
| | | C | - | 0 | May be inoperative provided not required by 14 CFR. NOTE: For RVSM operations the Altitude Alerting System must be operative. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 15 | Non-Stabilized Magnetic Compass (Only for TMB700 or TBM850 neither equipped with G1000) | B | 1 | 0 | (O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass are operative. | |
| | | B | 1 | 0 | (O) May be inoperative provided: a) Any combination to 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. | |
| 16 | Non-Stabilized Magnetic Compass/Standby Heading | B | 1 | 0 | May be inoperative provided: a) Operations are conducted under Day VFR, and b) Two independent stabilized direction indications are operative. | |
| 17 *** | Traffic Advisory System (TAS) | C | - | 0 | (M) May be inoperative provided system is deactivated and secured. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 18 *** | Traffic Alert and Collision Avoidance System (TCAS I) | B | - | 0 | (M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |
| | | C | - | 0 | (M)(O) 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. | |
| 19 *** | 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) (O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | |
| | | C | 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. | |

(Continued)

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 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 19 *** | Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd) | | | | | |
| | 2. Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | |
| | | C | - | 0 | (O) May be inoperative on the non-flying pilot side provided: <ol style="list-style-type: none"> 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. | |
| | 3. Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. | |
| 20 | Weather Radar/Thunderstorm Detection Equipment | C | - | 0 | May be inoperative provided: <ol style="list-style-type: none"> a) Not required by 14 CFR, and b) Procedures do not require its use. | |
| *** | 1. Windshear Detection and Avoidance System (Predictive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | | | | NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 21 *** | Multifunction Display (Only for TMB700 or TBM850 neither equipped with G1000) | C | - | 0 | | |
| 22 *** | Terrain Awareness and Warning System (TAWS) | | | | | |
| *** | 1. Terrain Awareness and Warning System/Ground Proximity Warning System (TAWS/GPWS) | C | 1 | 0 | (O)(M) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used. | |
| *** | 2. Windshear Warning and Flight Guidance System (Reactive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 23 *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System | C | - | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided: a) Enroute operations don not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. | |
| *** | 1. ADS-B Out Extended Squitter Transmissions | C | - | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdictions 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 | One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. | |

(Continued)

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 23 *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd) | | | | | |
| *** | 2. ADS-B Out UAT Transmissions | C | - | 0 | (O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdictions over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used. | |
| | | C | - | 1 | One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. | |
| *** | 3. ADS-B In Transmissions | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 24 | Standby Anemometer and Altimeter | C | - | 0 | May be inoperative provided not required by 14 CFR. | |
| | | B | - | 0 | May be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted under day VFR only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Operations are not conducted into known or forecast icing conditions. | |
| 25 | Primary Attitude Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 2 | 1 | One may be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted under day VFR only, b) The operative AHRS is selected as altitude and heading source on both PFDs, c) Standby attitude is operative, d) Either VOR, GPS or visual landmark is available, e) Autopilot is considered inoperative, and f) RVSM operations are not conducted. | |
| | | A | 2 | 0 | Both may be inoperative for single pilot operations provided: <ol style="list-style-type: none"> a) Operations are conducted under day VFR only and in sights of the surface with adequate external reference to the horizon, b) Standby attitude is operative, c) Autopilot is considered inoperative, d) Flight is limited to FL180, and e) Repairs are made within 3 flight-days. | |
| | | | | | | |

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AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 26 | Primary Heading Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 2 | 1 | One may be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted under day VFR, b) The operative AHRS is selected as altitude and heading source on both PFDs, c) Standby heading is operative, d) Autopilot is considered inoperative, and e) RVSM operations are not conducted. | |
| | | C | 2 | 1 | One may be inoperative for single pilot operations provided: <ol style="list-style-type: none"> a) The operative AHRS is selected as altitude and heading source on both PFDs, b) Standby heading is operative, c) Autopilot is considered inoperative, and d) RVSM operations are not conducted. | |
| 27 | Primary Airspeed Indication (from ADC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | C | 2 | 1 | One may be inoperative provided: <ol style="list-style-type: none"> a) The operative ADC is selected as airspeed and barometric altitude source on both PFDs, b) Standby airspeed is operative, c) Autopilot is considered inoperative, and d) RVSM operations are not conducted. | |

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 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 28 | Primary Barometric Altitude Indication (from ADC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | B | 2 | 1 | One may be inoperative provided: a) Flight in conducted under VFR, b) The operative ADC is selected as airspeed and barometric altitude source on both PFDs, c) Standby altitude indication is operative, d) Autopilot is considered inoperative, and e) RVSM operations are not conducted. | |
| 29 | MFD Control Unit (keyboard) GCU (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 30 | Control Wheel (Only for TBM900, TBM910, TBM930 or TBM940) | | | | | |
| | 1. Dedicated Transponder Ident Switch | D | 2 | 0 | | |
| | 2. Dedicated Stormscope Clear Switch | D | 2 | 0 | | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 31 | Turn Indication | B | - | 0 | May be inoperative provided operations are conducted under day VFR. | |
| | | C | - | 1 | Any in excess of one may be inoperative provided the operative turn indication is on the pilot flying side. | |
| 32 | Slip Indication | B | - | 0 | May be inoperative provided operations are conducted under day VFR. | |
| | | C | - | 1 | Any in excess of one may be inoperative provided the operative slip indicator is on the pilot flying side. | |
| 33 | Outside Air Temperature (OAT) Indication | C | 1 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted under day VFR, b) Operations are not conducted into known or forecast icing conditions, and c) Weather reports indicate that at any point of the route intended to be flown, the OAT is within the airplane's operating temperature limitations. NOTE: Must be operative for IFR 14 CFR 135 passenger carrying flight. | |
| 34 *** | Flight Stream System | D | - | 0 | | |
| 35 *** | Synthetic Vision (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940) | D | 1 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Procedures do not require its use, and b) Synthetic vision is selected OFF. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|--|------------|
| 36 *** | Angle of Attack (AOA) Indicator | C | 1 | 0 | (O) May be inoperative provided the stall warning aural alert system is checked operative prior to each departure. NOTE: ESP and USP functions may lose AOA protection functions. | |
| 37 *** | Runway monitoring function | D | 1 | 0 | | |
| 38 *** | Electronic Check-List | D | - | 0 | May be inoperative, missing or out of currency provided an approved hard copy checklist is available and used. | |
| 39 *** | Electronic Charts | D | 1 | 0 | May be inoperative provided paper charts are available and used. | |
| 40 *** | PDF Viewer | D | 1 | 0 | | |
| 41 *** | Transponder (XPDR) Diversity | C | 1 | 0 | May be inoperative provided enroute operations do not require its use. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1 | Passenger Oxygen System | 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 | (M) May be inoperative provided cockpit Oxygen Pressure Gauge is operative. | |
| 3 | 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. | |
| 4 | Left Forward Side's Oxygen Mask | C | 1 | 0 | May be inoperative for single pilot configuration provided right forward seat is not occupied and seat is placarded "DO NOT OCCUPY". NOTE: Pilot seat's oxygen mask must be operative. It is located at the right side of the cockpit. | |
| 5 | Oxygen Cylinder Fill Port | C | 1 | 0 | May be inoperative provided there is no need to fill the oxygen cylinder. | |

AIRCRAFT:
 TBM – 700 Series

TABLE KEY

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

52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1 | Door Warning CAS Message or Annunciator (Large Door and Pilot Door) | B | 1 | 0 | (O) May be inoperative provided: a) The pilot confirms by visual inspection that the Large Door and Pilot Door are latched and secured in the CLOSED position and that the doors are not reopened again prior to departure, and b) The passengers are briefed prior to departure to remain seated with their seat belts fastened. | |
| 2 | Pilot Door Key Lock | D | 1 | 0 | May be inoperative provided the lock is secured in the UNLOCKED position. | |
| 3 | Large Door Key Lock | D | 1 | 0 | May be inoperative provided the lock is secured in the UNLOCKED position. | |
| 4 | Front Cargo Door Key Lock | D | 1 | 0 | May be inoperative in the UNLOCKED position provided door is checked closed and latched prior to each flight. | |
| 5 | Pilot Door Seal | C | 1 | 0 | May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative. | |
| 6 | Large Door Seal | C | 1 | 0 | May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 7 | Emergency Exit Door Seal | C | 1 | 0 | May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative. | |
| 8 | Front Cargo Door Seal | D | 1 | 0 | May be damaged and/or inoperative provided door seal does not interfere with door operation. | |
| 9 | Large Door Cable (Only for TBM700 B/C/N) | C | 2 | 0 | (M) May be inoperative or missing provided: a) It does not interfere with normal operation of the large door, and b) Manual operation of the large door is performed. | |
| 10 | Large Door Automatic Operation System (Only for TBM700 B/C/N) | C | 1 | 0 | May be inoperative provided manual operation of the door is performed. | |
| 11 | Large Door Handrail (Only for TBM B/C/N) | C | 1 | 0 | (M) May be inoperative or missing provided it does not interfere with normal operation of the large door and the large door retractable stairs. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 12 | Large Door (Only for TBM700 B/C/N equipped with a pilot door) | B | 1 | 0 | May be inoperative provided: a) There are no passengers and the pilot is the only crew member on board, b) Large door is closed, latched and locked, c) Large door is placarded "INOPERATIVE – DO NOT USE", and d) Pilot door and emergency door are fully operative. | |
| 13 | Pilot Door (if installed) (Only for TBM700 B/C/N) | B | 1 | 0 | May be inoperative provided: a) Pilot door is closed, latched and locked, and b) Pilot door is placarded "INOPERATIVE – DO NOT USE". | |
| 14 | Front cargo door gas strut | D | 1 | 0 | (M) May be inoperative or missing provided precautions are taken when opening or closing the door. | |
| 15 | Large Door Gas Strut (Only for TBM700 B/C/N equipped with a pilot door) | B | 2 | 0 | (M) May be inoperative or missing provided large door is considered inoperative. | |
| 16 | Emergency Exit Safety Pin (if installed) | D | 1 | 0 | May be inoperative or missing provided emergency door is fully operative. | |

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|-------------------------------|--|

| 56. Windows | | | | | | |
|--------------|-------------------|---|---|---|---|------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 1 | Cabin Window Seal | C | - | 0 | (O) May be inoperative provided: a) The flight is conducted unpressurized, and b) The flight is limited to FL100. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

61. Propellers

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------|---|---|---|---|---------------|
| 1 *** | Reverse Function | C | 1 | 0 | May be inoperative provided: a) All other power lever functions are fully operative, and b) Reverse function is placarded as inoperative. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

71. Powerplant

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|--|---------------|
| 1 | Engine Cowling Door Holding Strut | D | 2 | 0 | (M) May be missing. | |
| 2 | Engine Cowling Door Seal | C | 2 | 0 | May be damaged and/or inoperative provided door seal does not interfere with door operation. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 1 | Solenoid valve [TBM700N (850) only] | C | 1 | 0 | (O)(M) May be inoperative provided: a) Torque Limiter is checked operative prior to each flight, b) The power limited to 700 SHP, and c) A placard stating "850 OPERATION PROHIBITED" is installed on the instrument panel. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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74. Ignition

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------|---|---|---|--|------------|
| 1 | Ignition switch | | | | | |
| | 1. "AUTO" position | B | 1 | 0 | (O) May be inoperative provided the switch "ON" position is operative. | |
| | 2. "ON" position | B | 1 | 0 | May be inoperative provided: a) "AUTO" position is operative, and b) Operations are not conducted into known or forecast icing conditions or heavy precipitation. | |

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| AIRCRAFT: TBM – 700 Series | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|-------------------------------|--|

77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|---------------|
| 1 *** | Engine Trend Condition and Monitoring System (Only for TBM700 or TBM850 not equipped with G1000) | C | 1 | 0 | May be inoperative. Refer to ATA 28-3 if Fuel Flow is also inoperative. NOTE: Engine exceedances may not be automatically recorded. | |
| | | D | 1 | 0 | May be inoperative provided Fuel Flow is operative. NOTE: Engine exceedances may not be automatically recorded. | |