U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

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Part A

U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

Waiver or Letter of Authorization
Issuance and Applicability

1. These documents are issued to U S DEPARTMENT OF THE INTERIOR , whose principal base of operation is located at:

Primary Business Address:	Mailing Address:
300 E. Mallard Drive	300 E. Mallard Drive
Ste 200	Ste 200
Boise, Idaho 83706-3991	Boise, Idaho 83706-3991

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

a. It is voluntarily surrendered by the operator,

b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,

c. It is surrendered or revoked for cause by the FAA,

d. The person signing the authorizing document relinquishes responsibility,

e. The aircraft changes ownership and should be removed from the authorizing document,

f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,

g. An aircraft or other equipment needs to be added to the existing authorizing document,

h. An aircraft listed on the authorization changes nationality numbers,

i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.

4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011 HQ Revision: 020

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 0
DATE: 2017.08.01 16:14:05 -05:00

I hereby accept and receive this Waiver or Authorization.

8/25/17

CRAIG, WALKER, Responsible Person-MMEL Date

U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

Letter of Authorization

Summary of Authorizations

The operator, in accordance with the reference documents, is authorized to:

	Reference Paragraphs
Operate aircraft using MMEL as an MEL.	D095
Conduct restricted category civil aircraft operations by a Certificate of Waiver in accordance with 14 CFR Section 91.313(e) "Restricted category civil aircraft: Operating Limitations" for a specific period of time.	J551

HQ Control: 08/31/2004 HQ Revision: 000

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 3
DATE: 2017.08.01 16:04:48 -05:00

I hereby accept and receive this Waiver or Authorization.

8/25/17

CRAIG, WALKER, Responsible Person-MMEL Date

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Part D

U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

Letter of Authorization
MMEL Used as an MEL

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Section 91.213 (a)(2) and authorizes the operator listed at the bottom of this document ***only*** (herein referred to as *operator*) to operate the aircraft listed in Table 1 below under the master minimum equipment list (MMEL), using it as a minimum equipment list (MEL).

Table 1 – Aircraft Identification

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S
100-007	N708	Kodiak-100-100
100-019	N736	Kodiak-100-100
100-021	N710	Kodiak-100-100
100-023	N769	Kodiak-100-100
100-029	N700FW	Kodiak-100-100
100-033	N758	Kodiak-100-100
100-035	N702	Kodiak-100-100
100-036	N723	Kodiak-100-100
1725	N612BR	BELL-206-B
190	N190PE	PC-12/45--
33207	N412PP	BHT-412-412
36219	N22PP	BHT-412-EP
36316	N11PP	BHT-412-EP
423	N49SJ	DHC-6-300
4372	N206RW	BELL-206-B3
4704	N351FW	AS-350-B2
51051	N33PP	BELL-206-L3
51139	N626	BELL-206-L3
BB-1238	N162GC	BE-200-200
BB-1378	N618	BE-200-200

2. This LOA and the MMEL with the procedures document constitute a supplemental type certificate for the aircraft and must be carried on board the aircraft as prescribed by Section 91.213 (a)(2), and are considered the approved MEL.

3. Operations must be conducted in accordance with the MMEL and the procedures document.

4. The operator must develop Operations and Maintenance (O and M) procedures that correspond with those listed in the MMEL.

a. Operations and maintenance (O and M) procedures for the accomplishment of rendering items of equipment inoperative must be developed by the operator.

b. Those procedures should be developed from guidance provided in the manufacturer's aircraft

flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications and other appropriate sources.

c. Such operations or maintenance procedures must be accomplished in accordance with the provisions and requirement of Title 14 Part 91, Part 145, or Part 43, as appropriate.

5. The operator must also list the "as required by FAR" by specific part and section of the applicable regulations or state the operational requirements/limitations for dispatch.

a. These items must be contained in a document separate from the MMEL and must accompany the MMEL, preamble and this LOA.

b. They must all be on board the aircraft anytime it is operated.

6. A means of recording discrepancies and corrective actions must be in the aircraft at all times and available to the pilot-in-command.

a. Failure to perform O and M procedures in accordance with Part 91, Part 145 or Part 43, as appropriate, or to comply with the provisions of the MMEL, preamble, O and M procedures and other related documents, is contrary to the regulations and invalidates this LOA.

b. All MMEL items that contain the statement "as required by FAR" must either state the regulation by part and section (i.e., 14 CFR Section 91.213) with the appropriate CFR carried aboard the aircraft, or the operational requirements/limitations required for dispatch must be clearly stated.

c. When the MMEL is revised by the Flight Operations Evaluation Board (FOEB), the operator must obtain a copy of the revision from this Flight Standards District Office (FSDO), or the FSDO having jurisdiction, and incorporate any changes as soon as practicable including O's and M's as required. Revised MMEL's may also be obtained by downloading them from the Internet at fsims.faa.gov.

7. Equipment installed on this aircraft (other than Nonessential Equipment and Furnishings (NEF) such as galley equipment and passenger entertainment devices) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless a request is made to this FSDO (or subsequent FSDO that has jurisdiction) to seek relief from the FOEB, through a revision to the MMEL, at the earliest opportunity for the FOEB to convene.

a. If MMEL relief is sought, this FSDO (or subsequent FSDO) must be notified within 10 calendar days (including weekends and holidays) following installation. The operator may then conduct operations with the equipment inoperative for dispatch provided it is disabled, or rendered inoperative, in accordance with all applicable regulations.

b. It is the responsibility of the operator to endeavor to determine if O and/or M procedures must be developed for disabling, rendering inoperative or removal of the equipment. If so, any procedures that are developed must comply with all applicable regulations. If MMEL relief is not sought, the FSDO need not be notified following installation of the equipment.

8. Should the operator relocate its principal base of operations (address), it must notify, in writing, the losing FSDO advising them of the receiving FSDO that will have jurisdiction within 30 calendar days following relocation.

9. This LOA is issued without an expiration date and will remain valid until:

   a. Voluntarily surrendered by the operator, or

   b. The operator ceases to be the operator of the aircraft listed in Table 1 of this LOA, or

   c. It is surrendered or revoked for cause by the FAA, or

   d. The person signing this document relinquishes responsibility, or

   e. The aircraft changes ownership and should be removed, or

   f. An aircraft is no longer used for that operation and should be removed, or

   g. An aircraft needs to be added to the existing LOA, or

   h. An aircraft changes registration number.

10. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA :

Table 2 – Responsible Person

Name	Email Address	Telephone
CRAIG, WALKER	walker_craig@ios.doi.gov	208-433-5077

HQ Control: 07/26/2013 HQ Revision: 02c

U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 2
DATE: 2017.08.01 16:05:34 -05:00

I hereby accept and receive this Waiver or Authorization.

CRAIG, WALKER, Responsible Person-MMEL — Date: 08/25/17

14 CFR Part 91 Operations

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Part J

U.S. Department
of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

Certificate of Waiver

Restricted Category Civil Aircraft Operating Limitations

1. The operator, U S DEPARTMENT OF THE INTERIOR , is granted a Certificate of Waiver (CoW) from the provisions of 14 CFR Part 91, § 91.313(e), Restricted Category Civil Aircraft: Operating Limitations. This document constitutes the same authority and is issued in lieu of FAA Form 7711-1 for Restricted Category Operations.

(a) This CoW does not waive any state law or local ordinance. Should the proposed operations conflict with any state law or local ordinance or require permission of local authorities or property owners, it is the operator's responsibility to resolve the matter.

(b) No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard provisions contained in this certificate, and such other requirements of the 14 CFR not specifically waived by this CoW.

2. Aircraft. The Operator is authorized to use the following approved aircraft.

Table 1-Restricted Category Civil Aircraft Authorized

Registration Number	Serial Number	Aircraft Make/Model/Series	Special Purpose(s)
N49SJ	423	DHC-6-300	Forest and wildlife conservation

3. Operating Limitations. All aircraft type certificated (TC) in the restricted category must be operated in compliance with the limitations prescribed in § 91.313, the operating limitations printed on the reverse side of FAA Form 8130-7, Special Airworthiness Certificate, and any other additional operating limitations issued by the FAA for the special purpose(s) involved.

NOTE: This CoW does not waive the operating limitations listed above.

4. Geographic Area of Operations. The operator is authorized to conduct operations in the following geographic area(s):

The 48 Contiguous United States and the District of Columbia

5. Standard Provisions. The operator is responsible for compliance with the following provisions:

(a) A copy of the application (FAA Form 7711-2) made for this CoW shall be attached to, carried with, and become a part hereof.

(b) The Special Airworthiness Certificate Operating Limitations must be complied with and become a part hereof.

(c) A copy or facsimile of this CoW shall be carried on board each authorized aircraft or

readily accessible near the pilot's operating station when operating under the provisions of this CoW.

(d) The aircraft listed in Table 1 must be maintained in accordance with all applicable sections of the CFR and the Operating Limitations issued by the FAA.

(e) This CoW shall be presented for inspection upon request of any authorized representative of the FAA, or any State or municipal official charged with the duty of enforcing local laws or regulations.

(f) The holder of this CoW shall be responsible for the strict observance of the terms and provisions contained herein.

(g) This CoW is not transferable.

(h) Failure to comply with this CoW and the standard provisions may constitute justification for cancellation of the CoW.

(i) Operators are responsible to insure that all pilots are knowledgeable in restricted category operations and the provisions of this CoW.

6. Responsible Person. This CoW is considered invalid until signed by the person responsible for flight operations listed in Table 2. The name, telephone number or email address, street address (not a post office box), city, State, and ZIP code for the person responsible for flight operations is listed in Table 2 below. The responsible person certifies that the operator and pilot-in-command (PIC) will comply with all standard provisions contained in the CoW.

Table 2-Reponsible Person

Name	Telephone# / E-mail	Address	City	State	Zip
Parsons, David	208-387-5185	3383 Development Way	Boise	Idaho	83705

7. Effective Date and Expiration. This CoW shall expire 24 calendar-months from the effective date and is subject to cancellation at any time upon notice by the Administrator or his or her authorized representative. The operator may request renewal of this CoW by submitting a new application at least 45 calendar-days prior to the expiration date to the Flight Standards District Office (FSDO) having jurisdiction over the area where the applicant's principal business office is located.

HQ Control: 12/05/2016 HQ Revision: 00a

U.S. Department
of Transportation
**Federal Aviation
Administration**

14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 4/27/2017, [2] AMENDMENT #: 0
DATE: 2017.04.27 10:42:08 -05:00

I hereby accept and receive this Waiver or Authorization.

Don Bell — 4/27/17

Bell, Don, Responsible Person - 91J — Date

United States Department of the Interior
Office of Aviation Services

BEECHCRAFT KING AIR 200

N162GC SN:BB-1238
N618 SN: BB-1378

MASTER MINIMUM EQUIPMENT LIST
PROCEDURES GUIDE
14 CFR 91

"This MEL procedures document is only applicable to 14 CFR part 91 operations, and may not be used for operations conducted under parts 91K, 121, 125, 129, or 135."

Brian Green
Fleet Maintenance Specialist

300 East Mallard Drive Suite 200
Boise, ID 83706

Telephone: 208-433-5082
FAX: 208-433-5007
brian_green@ios.doi.gov

Revision: 1
Date: 06-15-2017
FAA MMEL: 14b
Date: 08-27-2010

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1	06-15-2017	New document	EP

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CONTROL PAGE

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HIGHLIGHTS OF CHANGE	
1	New document

1. **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
2. **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
   - **A. Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
   - **B. Repair Category.** See definition #24.
   - **C. Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
   - **D. Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
   - **E. Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
   - **F. Provisos.** Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
   - **G. Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
   - **H. Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
3. **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
4. **As Required by 14 CFR.** When the MMEL states, "As Required by 14 CFR," the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term "14 CFR" has replaced "FAR" as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym "FAR"; therefore, this acronym is acceptable and retained in PL-25 and this definition.
5. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
6. **Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

7. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
8. **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
9. **Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
10. **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
11. **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
12. **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.\
13. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
14. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
15. **Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
16. **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
17. **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
18. **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
19. **Is Not Used.** The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
20. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft’s ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

21. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

22. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

23. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

- **A.** **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
- **B.** **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
- **C.** **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
- **D.** **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

24. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

25. **Triple Asterisk (***).** Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

26. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

27. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

28. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

29. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

30. **(O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

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PREAMBLE PART 91, REV. 2		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR. Except as provided in Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety. An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment. The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL. The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

1.1 Purpose. This master minimum equipment list (MMEL) procedures guide is intended to facilitate safe and efficient utilization of fleet, government owned and operated, aircraft. Inoperative equipment must be repaired, replaced or removed at the earliest opportunity. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL Procedures Guide. In any case all deferred equipment must be addressed at the next scheduled inspection, i.e. 100 hour or annual inspection.

1.2. Policy See DOI 351 DM 2.4A(3)

2.2 Procedure

When a discrepancy is identified, it should be brought to the attention of your OAS Fleet Manager (FM) as soon as possible. The FM can arrange for a suitable maintenance facility to begin work and coordinate contract actions with the contracting officer. Remember, if the repair is going to cost more $2500, a contracting officer will need to approve obligating the funds. The sooner the OAS FM is brought into the process, the sooner the aircraft will be back in the air.

Discrepancies can be placed in one of two categories. The first is a grounding discrepancy that compromises the airworthiness of the aircraft (e.g., a cracked spar). A grounding discrepancy is written up on the OAS-2 form and must be corrected and signed off by an authorized mechanic before the aircraft is released for flight.

A grounding discrepancy can be dealt with one of two ways; it can be repaired or deferred IAW 14 CFR 91. A grounding discrepancy for inoperative equipment can be deferred if the specific piece of equipment is not required for flight. The Master Minimum Equipment List (MMEL) and this Procedures Guide must be used to determine if the aircraft can be flown with the item inoperative. The following steps must be taken by the pilot or maintenance person to secure the item before flight. If the inoperative equipment is not listed in the MMEL, it is required for flight.

The second type of discrepancy is one that does not affect airworthiness, but is something we will want to correct eventually (e.g., a tear in the upholstery). This type of discrepancy is written up as an “info write up” on the OAS-2. Send the white copy of the form to your OAS Fleet Manager so he can begin planning for the best time and place to correct the discrepancy. Info write-ups do not require a documented corrective action before flight.

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PROCEDURES		

Procedure for correcting discrepancies:

Discrepancy Identified:

NOTE: When equipment fails and becomes inoperative in-flight follow the manufactures' procedures to the termination of the flight.

1) Contact your OAS Fleet Manager, Brian Green, brian_green@ios.doi.gov, 208-433-5082 (Alternate, Walker Craig, walker_craig@ios.doi.gov, 208-433-5077)

2) Is the airworthiness of the aircraft affected? The pilot and FM (a certificated mechanic) must make this determination together.
   a) Does the INOP equipment constitute a hazard to the aircraft?
      i) Yes, go to 5
      ii) No, continue
   b) Is the INOP equipment required by an AD?
      i) Yes, grounded go to 5
      ii) No, continue.
   c) Is the equipment non-essential equipment or cosmetic in nature?
      i) Yes, go to 6
      ii) No, continue

3) Is the INOP equipment listed in the MMEL?
      i) Yes, go to 4
      ii) No, Aircraft is grounded. Go to 5

4) Deferral procedure

   a) Look at the aircraft to determine how many are installed and then look in column 3 determine how many are required.

      i) If the number required is more than the number installed and operative the item cannot be deferred. The aircraft is grounded go to 5.
      ii) If the number required is less than the number installed and operative, continue.

   b) Read column 4 Remarks and Exceptions. All instructions must be complied with.

      i) (O) or (M) indicates a required procedure. (O)&(M) procedures are detailed in this document hereafter. (O) Procedures can be accomplished by the pilot. (M) Procedures must be accomplished by a qualified aircraft mechanic.
      ii) "As required by 14 CFR" indicates it may be deferred under certain circumstances as dictated by regulation. See details listed in this document hereafter.

      iii) Placard inoperative equipment.
         1. Place the placard as close to the inoperative piece of equipment as possible or control in the cockpit as appropriate.
         2. The placard needs to be in a conspicuous location to alert all pilots that there is inoperative equipment.
         3. Put the date the item was deferred on the placard.

iv) Complete OAS-2

1. In the Discrepancies area write the description of the inoperative equipment as found in the MMEL.
2. In the Corrective Action area write, "Deferred IAW MEL item # ____."
3. In the Corrective Action area include the expiration date if required.
4. In the Signature area sign and write you're A&P certificate number or pilot certificate number as appropriate.
5. Enter the deferred equipment into the Deferred Aircraft Discrepancy Log, include expiration date if required, found on the flap in the OAS-2.

v) When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered.

vi) Prior to each flight the pilot should review the OAS-2, Log of Aircraft Discrepancies Log to verify the flight can be accomplished safely and legally.

vii) Go fly!

NOTE: When an inoperative item is deferred for one flight the next flight might not necessarily be safe or legal with the same item deferred.

5) Coordinate with OAS FM and maintenance facility to get the aircraft repaired. Ensure the repair is documented in the aircraft log books (if they are locally available) and on the OAS-2. Ensure an authorized mechanic signs the corrective action block, including his certificate number. Coordinate the flight release with the OAS FM, send the white copy of the OAS-2 to the OAS FM. Go fly!

6) For information write-ups, document the discrepancy as "informational only" on the OAS-2 in the "Discrepancies" block.

a) Send the white copy of OAS-2 to the OAS FM.
b) OAS FM will determine what and when action is required.
c) If the OAS FM determines the discrepancy is an airworthiness issue, go to 2.
d) If the OAS FM determines the discrepancy is not an airworthiness issue then:
   i) The OAS FM will coordinate with the pilot and repair facility to get the discrepancy repaired.
   ii) The repair facility will document the corrective action on the OAS-2 as coordinated with the OAS FM. Go fly!

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
21	AIR CONDITIONING					
1	Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.	
2	Safety Valve (Dump)	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	

21-1 (O) Pressurization Controller

1. Place the pressurization control switch in the DUMP position with the battery ON.
2. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.
3. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
4. Brief passengers that flight will be conducted in unpressurized configuration.

21-2 Safety Valve (Dump)

(M) Ensure the Safety Dump Valve is secured in the OPEN position by:

1. Visually inspect Safety Dump Valve.
2. Place the pressurization control switch in the DUMP position with the battery ON.
3. Positively lock safety valve in full open position by securing it with safety wire or thin wooden block secured by safety wire such that the valve cannot close and permits air to flow unobstructed.
4. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.

(O) Procedure

1. Ensure the pressurization control switch is in the DUMP position.
2. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
3. Brief passengers that flight will be conducted in unpressurized configuration.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
21	AIR CONDITIONING					
3	Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	
4	Cabin Altitude Warning (ALT WARN)	C	1	0	May be inoperative for pressurized flight at or below 10,000 feet MSL.	
5	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator is operative.	
		C	1	0	(O) May be inoperative for unpressurized flight.	

21-3 Outflow Valve

(M) Ensure the Safety Dump Valve is secured in the OPEN position by:

1. Visually inspect Safety Dump Valve.
2. Place the pressurization control switch in the DUMP position with the battery ON.
3. Positively lock safety valve in full open position by securing it with safety wire or thin wooden block secured by safety wire such that the valve cannot close and permits air to flow unobstructed.
4. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.

(O) Procedure

1. Ensure the pressurization control switch is in the DUMP position.
2. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
3. Brief passengers that flight will be conducted in unpressurized configuration.

21-5 (O) Cabin Rate of Climb Indicator

1. Place the pressurization control switch in the DUMP position with the battery ON.
2. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.
3. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
4. Brief passengers that flight will be conducted in unpressurized configuration.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
21	AIR CONDITIONING				
6	Cabin Altitude/ Differential Pressure Indicator	C	1	0	(O) May be inoperative for unpressurized flight provided Safety Valve (Dump) is OPEN.
7	Bleed Air Shutoff Valves (Environmental) (3 Position Switch)	C	2	1	(M) One may be inoperative in the ENVIR OFF Position for pressurized flight.
8	Bleed Air Shutoff Valves (Pneumatic Instrument Air) (3 Position Switch)				DELETED; Revision 14a, See Chapter 37
9	Bleed Air Shutoff Valves (2 Position switch)	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.
10	AUTOMATIC Temperature Controller	C	1	0	May be inoperative provided MANUAL Temperature Controller is operative.
11	MANUAL Temperature Controller	C	1	0	May be inoperative provided AUTOMATIC Controller is operative.
12	Electric Heat	C	1	0	

21-6 (O) Cabin Altitude/ Differential Pressure Indicator

1. Place the pressurization control switch in the DUMP position with the battery ON.
2. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.
3. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
4. Brief passengers that flight will be conducted in unpressurized configuration.

21-7 (M) Bleed Air Shutoff Valves (Environmental) (3 Position Switch)

1. Determine that the inoperative valve is in the closed position.
2. Place the affected Bleed Air Shutoff Valve switch in the ENVIR OFF Position.
3. Operate the affected engine.
4. Verify no air flow from conditioning air vents.
5. Check pneumatic pressure is within limits.

21-9 (M) Bleed Air Shutoff Valves (2 Position switch)

1. Determine that the inoperative valve is in the closed position.
2. Place the affected Bleed Air Shutoff Valve switch in the CLOSED Position.
3. Operate the affected engine.
4. Verify no air flow from conditioning air vents.
5. Check pneumatic pressure is within limits.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
21	AIR CONDITIONING				
13	Ventilation Blower				DELETED REVISION 9.
14	Air Conditioner	C	1	0	(M)
15	Aft Blower	C	1	0	
16	L or R BL AIR FAIL Annunciator System				
1)	Annunciator Fails to Illuminate	C	2	1	(O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operative into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.
2)	Annunciator Remains Illuminated	C	2	1	(O) One may be inoperative provided: a) Environmental and instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.

21-14 (M) Air Conditioner

1. Visually inspect all air conditioner components with particular attention to refrigerant compressor on RH engine and verify that no discrepancies exist which might interfere with any other aircraft system.
2. Pull and band AIR COND CONTR circuit breaker to isolate the system from any electrical fault.

21-16-1 (O) Annunciator Fails to Illuminate – Before Each Flight:

1. With BOTH engines running, place the Bleed Air Shutoff Valve switches in the PNEU & ENVIRO OFF position.
2. Verify no indication (0 psi) on pneumatic pressure gauge.
3. Place the Bleed Air Shutoff Valve switch on the operative side to the OPEN position.
4. Verify pneumatic pressure is within limits.
5. Ensure Rudder Boost switch is in OFF position.
6. Placard affected annunciator light and the Rudder Boost as “INOP”.
7. Flight Crew shall ensure aircraft is not operated into known or forecasted icing conditions.

21-16-2 (O) Annunciator Remains Illuminated

1. With BOTH engines running, place the Bleed Air Shutoff Valve switches in the PNEU & ENVIRO OFF position.
2. Verify no indication (0 psi) on pneumatic pressure gauge.
3. Place the Bleed Air Shutoff Valve switch on the operative side to the OPEN position.
4. Verify pneumatic pressure is within limits.
5. Ensure Rudder Boost switch is in OFF position.
6. Placard affected annunciator light and Rudder Boost as “INOP”.
   Flight Crew shall ensure aircraft is not operated into known or forecasted icing conditions.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
21	AIR CONDITIONING				
17	Ground Air Cooling System	C	1	0	
18	Bleed Air OFF Annunciator System	C	1	0	(O) May be inoperative for unpressurized flight.
19	Cabin Door Seal System	C	1	0	(O) May be inoperative for unpressurized flight.
20	Cabin Temperature Indicator System	C	1	0	

21-18 (O) Bleed Air OFF Annunciator System

1. Place the pressurization control switch in the DUMP position with the battery ON.
2. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.
3. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
4. Brief passengers that flight will be conducted in unpressurized configuration.

21-19 (O) Cabin Door Seal System

1. Place the pressurization control switch in the DUMP position with the battery ON.
2. Perform functional test of the pressurization system and ensure the aircraft does not pressurize.
3. Crew must use of oxygen for cabin altitudes 10,000 thru 12,000 MSL for time exceeding 30 minutes duration and continual use above 12,000 feet. Each occupant must be provided oxygen at cabin altitudes above 15,000 feet MSL.
4. Brief passengers that flight will be conducted in unpressurized configuration.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
22	AUTO FLIGHT				
1	Autopilot System	C	1	0	(M) May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.
2	Yaw Damper (Except STC SA3591NM, Dual aft body strakes)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 17,000 ft Pressure Altitude.
	(With STC SA3591NM, dual aft body strakes)	C	1	0	(M)
3	Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC) (Continued)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot

22-1 (M) Autopilot System

1. Pull and band the AP PWR circuit breaker on the breaker panel.
2. Operate flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control.

22-2 (M) Yaw Damper

1. Ensure that Yaw Damper is disengaged and remains disengaged for entire flight by leaving the YAW DAMP switch in the off position
2. Operate flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
22	AUTO FLIGHT					
	(continued)					
3	Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC)	B	1	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.	
		B	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative.	
4	Autopilot Go-Around Switch	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude.	
5	Autopilot Mode Selector/Annunciator	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.	

22-3 (M) Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC) (Except Garmin GFC-700 AFCS equipped)

1. Pull and band the AP PWR circuit breaker on the breaker panel.
2. Pull and band the ELEC TRIM circuit breaker on the breaker panel.
3. Operate flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control.
4. Placard autopilot as "INOP".
5. Placard ELEV TRIM switch on lower console as "INOP".
6. Placard Yaw Damper switch on lower console as "INOP".

22-4 (O) Autopilot Go-Around Switch

1. At initiation of a go-around procedure, the pilot will disconnect the autopilot using the DISC-TRIM/AP YD button (Big Red Button) on the control wheel and then, while disregarding any existing flight director command bar reference indications, pitch the aircraft nose to approximately 7°-10° above the horizon with wings level.
2. When stabilized in the climb the pilot should then select another flight director mode (if needed) on the Autopilot Mode Selector panel (HDG or NAV) and sync the command bars to the selected pitch angle by depressing the Pitch Sync & CWS button on the control wheel.

22-5 (O) Autopilot Mode Selector/Annunciator (Except Collins Proline 21 equipped)

1. Select affected mode(s) prior to departure.
2. Verify that the selected mode correctly displays on the pilots Remote Annunciator Panel.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
22	AUTO FLIGHT					
6	Flight Director System	C	1	0	May be inoperative provided approach procedures do not require its use. NOTE: Any operative Mode may be used.	
a)	Flight Director Mode Selector Panel Annunciator Lamps	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.	
7	Autopilot/Flight Guidance Panel Lamps	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on pilot's EFIS Display or Remote Annunciator Panel.	

22-6a (O) Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)

1. Select affected mode(s) prior to departure.
2. Verify that the selected mode correctly displays on the pilots Remote Annunciator Panel.

22-7 (O) Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)

1. Select affected mode(s) prior to departure.
2. Verify that the selected mode correctly displays on the pilots Remote Annunciator Panel.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
23	COMMUNICATIONS				
1	Communications System (VHF, UHF)(AM and FM)	D	6	1	Any in excess of those required by FAR may be inoperative provided it is not powered by Emergency Power Source and not required for Emergency Procedures.
2	Passenger Address System (PA)				
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
2)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
3	Cockpit Speakers System (Including Audio Amp.)	C	2	0	(O) May be inoperative provided: a) Two operative Headsets are available to the flight crew, and b) Aural warnings are available.
4	Audio Amplifiers				DELETED Rev.14, Combine with Cockpit Speakers.
5	Static Discharge Wicks	C	-	-	One Wick may be missing or broken from: a) Each Wing (includes Aileron), b) Each side of Horizontal Stabilizer, and c) Vertical Stabilizer NOTE: A Maximum of three (3) Static Wicks may be broken or missing.

23-1 Communications System (VHF, UHF) – Must have one VHF AM transceiver for operations in Class A, B, C and D airspace, unless other arrangements are made with ATC. Otherwise, may be inoperative.

23-2-1 (O) PA, Passenger Configuration - Before Each Flight:

1. All passengers shall be briefed on important safety items including emergency exit locations and procedures, portable fire extinguisher locations, and seat belt fastening, unfastening and usage.
2. Reference shall also be made to any available passenger briefing cards.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
23	COMMUNICATIONS					
6	Boom Microphones (includes headset mic)					
1)	With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone				Not installed	
2)	With Only Cockpit Voice Recorder Equipped To Record Boom Microphone				Not installed	
3)	Without Cockpit Voice Recorder Equipped To Record Boom Microphone	D	2	0	Any in excess of those required by FAR may be inoperative.	
7	Cockpit Voice Recorder (CVR)					
1)	With Flight Data Recorder (FDR) Installed				Not installed	
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3)	For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
8	Passenger Call System				Not installed	
9	Voice Activated Interphone System (cockpit to cabin)				Not installed	

23-7-3 CVR – Not required.

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23	COMMUNICATIONS					
10	High Frequency (HF) Communication System				Not installed	
11	Recorded Passenger Briefing System				Not installed	
12	Flight Phone System	D	1	0		
13	Ground Communications Power System	D	1	0		

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
23	COMMUNICATIONS				
14	Push-to-Talk Switches				
1)	Aircraft Equipped With Separate Hand Microphone Plug-In (Second-in-command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.
2)	Aircraft Equipped With Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
3)	Aircraft Without Separate Hand Microphone Plug-In. (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
15	Hand Held Microphone	C	2	1	Right side may be inoperative.
		C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

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24	ELECTRICAL POWER				
1	DC Generator Caution Lights	B	2	1	One may be inoperative provided corresponding Load Meter is monitored.
2	Inverters	B	2	1	One may be inoperative for day VFR
3	Inverters Warning Light	B	2	1	One may be inoperative provided both Inverters are operative.
4	DC Load Meter				DELETED, Revision 14
5	AC Volt/Frequency Meter	B	1	0	May be inoperative provided Inverter Warning Light is operative.
6	Battery Temperature Indicating System	C	1	0	May be inoperative provided the Standard Battery Charge Annunciator System is operative.
7	Cabin AC Power System	C	-	0	(M)
8	EFIS Standby Power				Not installed

24-7 (M) Cabin AC Power System – Pull and band the circuit breaker for the Cabin AC power system.

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24	ELECTRICAL POWER					
9	External Power System	C	1	0	(M)	
10	External Power Annunciator	C	1	0	(O)	

24-9 (M) External Power System

1. Placard External Power receptacle as “INOP”.
2. Placard cockpit “External Power INOP”.
3. Secure External Power receptacle door latch shut with tape, aviation safety wire, or other suitable means to alert personnel to the “INOP” status.

24-10 (O) External Power Annunciator

1. Verify connection of External Power Supply by checking plug engagement and listening for audible activation of external power relay.
2. Check for DC Bus Voltage to match that being output by the External Power Supply.
3. Disconnect External Power Supply plug at receptacle and verify voltage loss.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
1	Crew Seats					
1)	Arm Rests	C	-	0	(M) May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flight crew.	
2)	Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to the flight crew.	
3)	Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.	
4)	Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.	

25-1-1 (M) Arm Rests

1. Place affected crew seat armrest in the full up or full down position.
2. Secure affected arm rest with aviation safety wire in such a manner that it has no movement and safety wire will have no negative impact on crew egress.

25-1-4 (M) Seat Adjustment

1. Verify the seat is in a position that provides normal visibility and is acceptable to the pilot.
2. Verify the flight controls have full movement, with the pilot in the seat.
3. Lock the seat in position by removing the handles that unlock the seat.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
2	Passenger Seat(s)	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind.	
1)	Recline Mechanism	D	-	0	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.	
2)	Armrest	D	-	0	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an Armrest with a recline mechanism, seat is secure in the full upright position.	
3	Floatation Equipment	D	-	0	Any in excess of those required by FAR may be inoperative or missing.	

25-2-1 (M) Recline Mechanism

1. Place affected seat in full upright position.
2. Secure Reclining Cam in position that it will give seat structure full support in upright position.
3. Use safety wire to lock reclining cam in this position.

NOTE: If cam cannot be secured in upright locked position, then seat must be blocked and placarded "DO NOT OCCUPY".

25-3 Floatation Equipment – PFD(s) may be inoperative or missing for operations not conducted overwater. Life raft(s) may be missing or inoperative for operations conducted less than 50 nm from shore.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
4	Emergency Medical Equipment					
1)	Automatic External Defibrillator (AED) and/or Associated Equipment				Not installed	
2)	Emergency Medical Kit (EMK) and/or Associated Equipment				Not installed	
3)	First Aid Kit (FAK) and/or Associated Equipment	D	2	0	Any in excess of those required by FAR may be incomplete, missing or inoperative.	
5	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELTs	D	-	0	Any in excess of those required by FAR may be inoperative or missing.	
2)	Fixed ELTs	A	1	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	1	0	Any in excess of those required by FAR may be inoperative or missing.	
a)	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.	

25-4-3 First Aid Kit (FAK) and/or Associated Equipment – First aid and survival kit required for special use missions, otherwise may be missing or inoperative.

ELT

25-5-1 - DOI policy requires compliance with 14 CFR 135.167. A survival type ELT is required to be attached to one of the required life rafts for extended over water operations.

25-5-2 - DOI policy and 14 CFR 91.207 one ELT is required except for ferry flights to a location where an inoperative ELT will be repaired or replaced.

25-2a (M) - Disconnect the ELT remote switch from the ELT. Cap and stow wires. Verify that ELT is operable and that the manual switch located on the ELT unit is in the arm position. Provide a placard near the ELT remote switch labeled “ELT REMOTE SWITCH INOP”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
25	EQUIPMENT/FURNISHINGS				
6	Non-Essential Equipment & Furnishings (NEF)	-	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.
7	Electric Toilet				Not installed
8	"Fasten Seat Belt While Seated" Sign or Placard	C	-	0	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.
9	Exterior Lavatory Door Ashtrays				Not installed
10	Waste Receptacle Access Doors/Covers				Not installed

25-6 NEF – See Procedures pages 10-12.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
11	Cargo Restraint Systems	C	-	0	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
		C	-	0	May be inoperative or missing provided Cargo Compartment remains empty.	

25-11 (M) Cargo Restraint Systems

1. Identify inoperative cargo restraint point.
2. Create 3”x5” cardboard or plastic tag with the words “INOP, DO NOT USE” and attach it to affected restraint point with aviation safety wire or a tiewrap.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
12	Cabin Storage Compartments / Closets	C	-	0	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is placarded "DO NOT USE", c) Any emergency equipment located in affected Compartment is considered inoperative and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed	
		C	-	0	(M)(O) May be inoperative provided: a) Affected door is removed, b) Associated compartment is not used for storage of any items, except those permanently affixed, c) Associated compartment is placarded "DO NOT USE", d) Passengers are briefed that associated compartment is not used. NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use	
1)	Storage Compartments Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided door latch remains operative.	

25-12 Cabin Storage Compartments / Closets
(M) Procedure:

1. Any loose emergency equipment or passenger comfort items stored in the compartment shall be relocated to a functional compartment or considered unusable and inaccessible.
2. Affected compartment door shall be secured closed using any suitable means such as tape, safety wire, etc. and placarded "DO NOT USE".
3. Any permanently affixed emergency equipment in the compartment will be considered inoperative and inaccessible.

(O) Procedure:

1. Flight crew shall brief passengers on the use and limitations of affected compartment when and if access is deemed necessary for comfort and/or safety during the flight.
2. If the compartment is unusable, flight crew shall brief the passengers that the affected compartment is not used.

25-12-1 (M) Storage Compartments Key Locks

1. Maintenance personnel must verify the latch for the compartment is operable. If it is no further action is required. If it is not, then,
2. Any loose emergency equipment or passenger comfort items stored in the compartment shall be relocated to a functional compartment or considered unusable and inaccessible.
4. Affected compartment door shall be secured closed using any suitable means such as tape, safety wire, etc. and placarded "DO NOT USE".

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25	EQUIPMENT/FURNISHINGS					
13	EMS Equipment				Not installed	
14	Smartstart Security System				Not installed	
15	Pyrotechnic Signal	D	-	0	Any in excess of those required by FAR may be inoperative or missing.	
16	Protective Breathing Device				DELETED REV.14, See Chapter 35.	
17	Sound Management System (Active Noise Canceling System)				Not installed	
18	Cockpit and Cabin Partition Doors/Curtains	D	-	0	May be inoperative provided door/curtain is secure in the full stowed open position.	
19	Flashlight/ Flashlight Holder	D	-	0	Any in excess of those required by FAR may be inoperative or missing.	
20	Cockpit Overhead Crew Assist Straps	D	-	0		
21	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.	
22	External Airspeed Indicator Bug(s)				DELETED Rev.14, See Chapter 34	
23	Emergency Vision Assurance System (STC SA 1050WI)	C	2	0		

25-15 Pyrotechnic Signal – Required for special use missions, otherwise may be missing or inoperative.

25-19 Flashlight/ Flashlight Holder – Not required.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
26	FIRE PROTECTION				
1	Portable Fire Extinguisher	D	2	1	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2	Engine Fire Extinguisher Systems	C	2	0	
1)	Push To Extinguish" Guard	A	2	0	May be broken, missing or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of System, and b) Repairs are made within one flight day.
3	Lavatory Fire Extinguisher System				DELETED, Revision 14
4	Lavatory Smoke Detection System				Not installed
5	Cargo Compartment Fire Detection Suppression Systems				Not installed

26-1 Portable Fire Extinguisher - Remove the affected fire extinguisher from its holder and stow it out of sight. DOI policy requires compliance with 14 CFR 135. For passenger flights one is required in the cockpit.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
27	FLIGHT CONTROLS				
1	Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	3	0	(O) May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection
2	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.
3	Rudder Boost	C	1	0	May be inoperative provided aircraft is not modified with STC SA2307CE.

27-1 (O) Trim Tab Position Indicator (Rudder, Aileron, or Elevator)

1. Operate manual trim to full travel limits and verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault, which might have an adverse effect on any flight control.
2. Position tab to neutral prior to each flight and verify position with visual inspection.

27-51-01 (O) Flap Position Indicator

1. Operate flaps through full range of travel and verify by visual inspection that flaps operate to full travel limits without binding or restriction, and that any intermediate settings correspond visually to the setting on the flap selector handle.
2. Flaps will be visually checked prior to each takeoff for correct takeoff position.

NOTE: When an aileron is deflected to its full down position with the flaps positioned at the Takeoff/Approach setting, the two surfaces should be deflected down to approximately the same angle.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
27	FLIGHT CONTROLS				
4	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used. NOTE: RVSM is not authorized.
1)	Trim Switches	C	-	0	NOTE: Any operative Trim Switch may be used.
2)	PITCH TRIM OFF Annunciation System	C	1	0	
3)	PITCH TRIM ON-OFF Switch	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used.

27-4 (M) Electric Elevator Trim System

1. Pull and band ELEC TRIM circuit breaker.
2. Operate manual trim to full travel limits and verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault, which might have an adverse effect on any flight control.

27-4-3 (M) PITCH TRIM ON-OFF Switch

1. Pull and band ELEC TRIM circuit breaker.
2. Operate manual trim to full travel limits and verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault, which might have an adverse effect on any flight control.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
28	FUEL				
1	Standby Fuel Boost Pumps	C	2	1	(M) One may be inoperative provided: a) Emergency Engine Fuels are not used, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport. NOTE: See AFM Emergency Engine Fuels Limitations.
		C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 20,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
2	Motive Flow Valves				DELETED, Revision 14, See Auxiliary Fuel Transfer System.
3	Jet Transfer Pumps				DELETED, Revision 14, See Auxiliary Fuel Transfer System.
4	Crossfeed Light	C	1	0	May be inoperative provided proper operation of Crossfeed System is checked prior to departure.
5	Fuel Counter/ Fuel Totalizer				Not installed

28-1 (M) Standby Fuel Boost Pumps

1. Pull and band STANDBY PUMP circuit breaker for affected side on the breaker panel.
2. Ensure both Engine Driven Fuel Boost Pumps are operative by starting engines and confirming #1 or #2 FUEL PRESS warning lights do not remain illuminated.
3. Placard affected Standby Fuel Boost Pump as “INOP” and install placard “Do Not Use Emergency Fuels – Use Jet Fuel Only”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
28	FUEL				
6	Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets regulatory requirements for flight, b) Both Fuel Flow Indicators are operative, and c) Procedures are established to ensure fuel balance. NOTE: Tip Tank Fuel Gauge must be operative if installed.
7	Auxiliary Fuel Transfer Systems				
1)	Automatic System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
2)	Override System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
8	Fuel Flow Indicators				DELETED Revision 14, See Chapter 73.

28-6 (O) Fuel Quantity Indicators

1. Main and Aux fuel tanks will be topped or drained and filled with a known quantity of fuel.
2. Compare affected tank with other tank to ensure total amount and balance of fuel before each flight.
3. Confirm fuel flow gauge on affected side is operational and monitored during flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
28	FUEL				
9	Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	(M)(O) One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used.

28-9 (M) Engine Driven Low Pressure Fuel Boost Pumps

1. Visually inspect Engine Driven Low Pressure Boost Pump for obvious damage or signs of malfunction.
2. Visually inspect the area around the pump and the drains for signs of fuel leakage.
3. Drain fuel from the fuel strainer on the bottom side of the engine nacelle into a clean and clear container to confirm that it does not contain appreciable metal debris.
4. Determine whether pump shaft has sheared:
   Loosen the four pump retaining nuts and slide unit aft on the studs to expose a gap and inspect the shaft for signs of failure; or,
5. Start and run the affected engine at takeoff power with the Standby Electric Fuel Pump on and confirm the FUEL PRESS annunciator light is extinguished, and remains extinguished, for the entire run.

28-9 (O) Engine Driven Low Pressure Fuel Boost Pumps

1. Perform preflight test of Standby Electric Boost Pump on affected side.
2. Operate Standby Electric Boost Pump for the entire duration of engine operation and verify that the corresponding FUEL PRESS light remains out at all times.
3. Install placards “Engine Driven Boost Pump INOP” and “Do Not Use Avgas – Use Jet Fuel Only”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
30	ICE & RAIN PROTECTION				
1	Surface Deice System (Wing and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2	Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators	C	4	2	(O) One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure.
		C	4	0	(M)(O) Both may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Where applicable, Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
3	Windshield Heat	C	2	0	May be inoperative provided aircraft Is not operated in known or forecast icing conditions.

30-2 (O) Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators

If One is INOP on One or Both Sides:

1. Utilize a second person to verify that ice vanes extend and retract when switch is placed in respective positions.

30-2 (M) Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators

If Both are INOP on One or Both Sides:

1. Extend Ice Vanes on affected side(s) with Manual Override System T-handle.
2. Visually inspect affected Ice Vanes to verify they are in extended position.
3. Pull and band ICE VANE CONTR circuit breaker for affected side(s) on breaker panel.
4. Placard affected ice vane switch(es) “INOP”.

30-2 (O) Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators

1. Check operating environment ambient temperature and refer to FAA approved Airplane Flight Manual which limits takeoff and operation with Ice Vanes extended to max ambient temperature of +15°C.
2. Crew must also consider operation with Ice Vanes extended when referring to Performance Data contained in Approved Aircraft Flight Manual.

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30	ICE & RAIN PROTECTION				
3	Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4	Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
5	Pitot Heaters	B	2	1	Right side may be inoperative provided: a) SIC is not required, and b) Aircraft is not operated in known or forecast icing conditions. NOTE: RVSM is not authorized.
		C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.
1)	Pitot Heat Annunciator	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.
6	Propeller Deice Systems (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7	Propeller Deice System (Manual)	C	1	0	May be inoperative provided Automatic Propeller Deice System is operative.
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
8	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

30-5-1 (O) Pitot Heat Annunciator

1. Prior to each flight the pilot must verify both pitot heaters are operational by turning the pitot heat on and physically checking that each pitot tube gets hot, use caution if operational they can burn you.
2. Flights must be planned and executed without operating in known or forecast icing conditions.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
30	ICE & RAIN PROTECTION				
10	Engine Inertial Ice Vanes				
1)	Engine Inertial Ice Vane Motors				
a)	Dual Motors System	C	4	2	(O) One Actuator Motor on each Intake System may be inoperative provided aircraft is not operated in visible moisture at 5 degrees Celsius or below.
		C	4	0	(M)(O) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
b)	Single Motor System with Manual Backup	C	2	0	(O) The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 degree Celsius or below.
2)	Engine Inertial Ice Vane Actuators				
a)	Dual Motor System	C	2	0	(M)(O) The Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
b)	Single Motor System with Manual Extended Backup	C	2	0	(M)(O) The Manual Extend Backup Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.

30-10 (M)(O) Engine Inertial Ice Vanes, procedures continued on next page.

30-10 Engine Inertial Ice Vanes (continued)

(M) Procedure:

1. Extend Ice Vanes on affected side(s) manually, if available, or using motor to drive ice vanes to full extension.
2. Visually inspect affected Ice Vanes to verify they are in extended position.
3. Pull and band ICE VANE CONTR circuit breaker for affected side(s).
4. Disconnect and stow affected Ice Vane Motor electrical connectors and/or manual extension system to secure the vanes in the extended position.
5. Placard affected Ice Vane switch(es) "INOP".

(O) Procedure:

1. Check weather reports and operating environment ambient temperature and refer to FAA approved Airplane Flight Manual which limits takeoff and operation with Ice Vanes extended to max ambient temperature of +15°C.
2. Crew must consider operation with Ice Vanes extended when referring to Performance Data contained in Approved Aircraft Flight Manual.

Note: When ice vane(s) has been extended manually they cannot be retracted manually.

System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
30	ICE & RAIN PROTECTION				
11	Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12	Electric Engine Air Inlet Lip Boot Heat	C	2	1	May be inoperative provided the aircraft is not operated in areas of visible moisture at temperatures less than 5 degrees Centigrade.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
31	INDICATING/RECORDING					
1	Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR.	
2	Flight Hour Recorder	C	1	0	(O)	
3	Flight Data Recorder (FDR) System				Not installed	

31-21 (O) Flight Hour Recorder

1. A clock will be used to record the flight time into the OAS-2. Recorded aircraft clock flight time from the OAS-2 shall be used in place of Hobbs meter time.
2. The Hobbs meter shall be placarded as “INOP”.
3. Maintenance personnel will ensure all applicable records are updated accurately to reflect and account for disparity between Hobbs meter reading and permanent records.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
31	INDICATING/RECORDING				
4	Master Caution Annunciators	B	2	1	One may be inoperative.
5	Master Warning Annunciators	A	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight day.
6	Unassigned (---) Annunciators	D	-	0	
7	Engine Trend Monitoring System				Not installed

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
32	LANDING GEAR				
1	Parking Brake	C	1	0	(O)
2	Brake Deice System	C	1	0	(M) May be inoperative provided Rudder Boost is not affected. NOTE: See AFM for Limitations.
3	Landing Gear Position Indicator Lamps	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.
4	Landing Gear Handle Lights	C	2	1	One Bulb may be inoperative provided all Gear Positive Lights are operative.
5	Hydraulic Fluid Low Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.
6	Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is operative, and b) Down Lock Release Button is operative.

32-1 (O) Parking Brake - The pilot shall ensure that the aircraft is prevented from moving when parked or stopped, with the use of the brakes or ground personnel and wheel chocks. Provide a placard located near the parking brake handle stating “PARKING BRAKE INOP”.

32-2 (M) Brake Deice System

1. Visually inspect accessible brake deice bleed air plumbing for any discrepancies.
2. Run engines and verify pneumatic pressure is within limits.
3. Perform Rudder Boost test as per Approved Airplane Flight Manual.
4. Pull and band BRAKE DEICE circuit breaker on the breaker panel.

32-5 (M) Hydraulic Fluid Low Annunciator – Maintenance personnel must verify proper hydraulic fluid level prior to first flight of each day.

32-6 (O) Landing Gear Handle Solenoid

1. Flight crew shall confirm that the Downlock Latch securing the gear handle is in the down position.
2. Before each take off, the flight crew shall brief the procedures laid out in the Approved Aircraft Flight Manual for manual retraction of the landing gear handle downlock latch.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
33	LIGHTS				
1	Cabin Lights Systems	C	-	0	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night.
2	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	0	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3	Landing Lights	C	2	0	May be inoperative for day operations.
		C	2	1	One may be inoperative for night operations provided Taxi Light is operative.
4	Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.
5	Navigation Light System	C	1	0	May be inoperative for day operations.
6	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
7	Strobe Light System	C	1	0	
8	Taxi Light	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operations provided both Landing Lights are operative.

33-1 (O) Cabin Lights System

1. Flight crew shall determine if sufficient lighting is available for the crew to perform their required duties.
2. Flight crew shall ensure that a minimally adequate level of lighting exists for crew and passenger safe movement in the cabin.
3. Flight crew will employ, where needed, handheld flashlights to aid in passenger movement and identification of exits and other items of importance.

33-4 (O) Passenger Notice System – The pilot shall brief the passengers about the regulatory requirements for utilizing seatbelts and the prohibition of smoking in the aircraft.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
33	LIGHTS				
9	Wing Ice Lights	C	2	0	May be inoperative for day operations.
		C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
10	Recognition Lights	C	2	0	
11	Logo Light System	C	1	0	
12	Master Caution				DELETED, Rev.14, Moved Chapter 31
13	Baggage Compartment Lights	C	-	0	
14	Pulselight System	C	1	0	
15	Master Warning Annunciator				DELETED, Rev.14, Moved Chapter 31
16	Unassigned (---) Annunciators				DELETED, Rev.14, Moved Chapter 31
17	Cabin Boarding Lighting System	C	1	0	Any operable Light may be used.
18	Emergency Instrument Lights	C	1	0	May be inoperative for day VFR operations.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
1	Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Altimeter(s). NOTE: RVSM is not authorized.
2	Airspeed Indicators (Mechanical Airspeed Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), or Servoed Electric Airspeed Indicator(s).
1)	External Airspeed Indicator Bug(s)	C	-	0	(O) May be inoperative, missing, or broken provided alternate procedures are established and used for specific airspeed awareness.
3	Gyroscopic Pitch And Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.
4	Gyroscopic Rate of Turn/Slip Skid Indictors (Mechanical Turn Indicators Only)	B	2	1	May be inoperative on right side provided Second in Command is not required.
		B	2	1	May be inoperative provided aircraft is operated Day VFR. NOTE: Yaw Damper may be inoperative on some aircraft.
5	Gyroscopic Directional Indictor System (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS.

34-2-1 (O) External Airspeed Indicator Bug(s) – When bugs are missing or broken the pilot must:

1. Place bugs in a position that it is obvious they are unusable, either at zero IAS or above Vne.
2. Use a TOLD card or similar sheet to record for reference airspeeds which are normally bugged (i.e. Vr, Vref).

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
6	Vertical Speed Indicators (VSI) (Mechanical VSI Only)	B	2	1	May be inoperative on right side.
		B	2	1	May be inoperative on left side provided the aircraft is operated day VFR.
7	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. NOTE: RVSM is not authorized.
		D	-	1	Any in excess of those required by FAR may be inoperative.
1)	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2)	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
3)	Control Wheel Transponder Ident Switch	C	2	0	May be inoperative provided Transponder Ident Switch is operative.
8	Navigation Equipment				
1)	VOR/ILS Systems	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.

34-1 ATC Transponders and Automatic Altitude Reporting Systems – One required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace and when at and above 10,000 feet MSL and more than 2500 feet AGL. May be inoperative when approved by ATC.

34-8-1 VOR/ILS Systems

IFR, 14 CFR and DOI policy requires:

1) One ILS.
2) One VOR, with a second independent navigation system suitable to the route operable.

Night VFR and VFR over the top, 14 CFR and DOI policy requires: None

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
34	NAVIGATION					
8	Navigation Equipment					
1) a)	Glide Slope	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
b)	Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
2)	Distance Measuring Equipment (DME) Systems	C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.	
		C	-	0	May be inoperative provided operations do not require its use.	
		D	2	1		
3)	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
		D	-	1	Any in excess of those required by FAR or operations may be inoperative. NOTE: RNAV Systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.	
	(continued)					

34-8-1a Glide Slope – FAR and DOI policy do not require operational glide slope. Plan flights accordingly with the glide slope inoperative, take off and approach minimums will higher.

34-8-1b Marker Beacon System – FAR and DOI policy do not require operational marker beacons. Plan flights accordingly with the marker beacons inoperative, take off and approach minimums may higher.

34-8-3 Area Navigation (RNAV)(Multi-Sensor, LORAN, and/or GPS) - FAR and DOI policy do not require operational Area Navigation. Plan flights accordingly with Area Navigation inoperative.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
8 3a)	Navigation Databases	C	-	0	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each departure, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, Instrument Approaches and published RNAV Routes based on RNAV guidance are not used.
4)	Automatic Direction Finder (ADF)	C	-	0	May be inoperative provided operations do not require its use.
5)	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source not displayed on another indicator is considered inoperative.
6)	Flight Management System (Aircraft Integrated Systems)				NOTE: Systems identified as FMS that provide only navigation functions are deferred with Area Navigation.
		C	-	1	May be inoperative provided operations do not require its use.
		A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cycles.

34-8-3a (O) Navigation Databases – Procedure for ensuring expired data still accurate.

1) Pilot must use current aeronautical charts to verify navigation fixes prior to dispatch.
2) The pilot shall use conventional methods to verify the status and suitability of navigation facilities used to define the route of flight.
3) The pilot shall identify the enroute and approach navigation radios and verify approach course on CDI when an approach is executed.
4) The pilot must not use RNAV departure and arrival procedures or instrument approaches based on GPS guidance.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
9	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by FAR.
1)	Radar Antenna Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.
10	Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD) (Collins EFIS-84 & EFIS-85 equipped Only)				Not installed
11	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used. NOTE: TAWS, GPWS and/or TCAS may be inoperative.

34-9 Weather Radar/ Thunderstorm Detection Equipment – Not required by FAR or DOI policy.

34-11 (M)(O) Radar Altimeter

(M) Procedure:
1. Pull and band RAD ALT circuit breaker located on the instrument panel.
2. Placard face of Radar Altimeter as “INOP”.

(O) Procedure:
1. On all instrument approaches, night visual approaches, or day visual approaches with less than six miles of reported visibility, the flight crew will, prior to the approach, brief:
    a) The lack of a radar altimeter.
    b) The use of the baro altimeter and altitude selector (ALSEL) for positive identification of the DA or MDA.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
12	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 three flight days.
		C	2	1	May be inoperative provided it is not required by FAR. NOTE: RVSM is not authorized.
13	Gyro-magnetic Compass System	C	2	1	(O) One Slaved Mode may be inoperative provided: a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative.
1)	Compass System #1	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator.
2)	Compass System #2	C	1	0	May be inoperative provided Second-In-Command is not required.
		C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Heading Indicator.

34-12 (O) Altitude Alerting System

1. Perform Auto Pilot check on the ground to ensure Autopilot with Altitude Hold is operable.
2. Verify that the enroute operations will not require Altitude Alerting System.

34-13 (O) Gyro-magnetic Compass System

1. Verify operation of working Gyromagnetic Compass System.
2. Verify operation of compass switching system.
3. Without compass switching capability, flight crew shall manually slave Directional Gyro in flight every 15 minutes.
4. Verify operation of Non-Stabilized Magnetic Compass.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
14	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative.
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
15	Traffic Alert Collision Avoidance System (TCAS II)				Not installed

34-14 (O) Non-Stabilized Magnetic Compass

1. Flight Crew shall verify that both gyro compass systems are operating within plus or minus 10 degrees of each other.
2. Flight will be conducted with dual independent NAV capability and under positive ATC Radar Control on the enroute portion of the flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
16	Traffic Alert Collision Avoidance System (TCAS I)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	1	0	(M) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
17	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class B)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
1)	GPWS (Class B)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
	(continued)				

34-16 (M) Traffic Alert Collision Avoidance System (TCAS I)

1. Pull and band TCAS circuit breaker located on the breaker panel.
2. 14 CFR and DOI policy does not require TCAS.
3. Check NOTAMS for areas requiring TCAS.
4. Check charts and approach procedures to ensure TCAS is not required.

34-17-1 (O) GPWS (Class B) - Procedure:

1. Flight crew will ensure during flight planning that all phases of flight will be conducted at no less than the minimum safe altitude for the routing.
2. During flight, the flight crew will use all means available, including visual cues, all applicable charts, GPS, other NAV instruments and aids, and ATC, to ensure that the flight is conducted at no less than the minimum safe altitude at all times during every phase of flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
17 1a)	Modes 1 & 3 (Class B TAWS)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b)	Test Mode (Class B)	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
c)	Modes 2, 4, & 5 (Class B TAWS)	C	3	0	

34-17-1a (O) Modes 1 & 3 (Class B TAWS) – Procedure:

1. Prior to takeoff, flight crew will brief the lack of TAWS modes 1 & 3 (mode 1 – Excessive Rate of Descent; mode 3 – Negative Climb Rate after Takeoff) and its impact on the flight.
2. On takeoff or missed approach, special attention will be maintained to detect and correct for negative climb rate and/or accumulated altitude loss using visual cues, standard instrumentation, altitude selector (ALSEL), and/or ATC input.
3. On approach to landing, special attention will be maintained to detect and correct for excessive rate of descent when close to the ground using visual cues, standard instrumentation, altitude selector (ALSEL), and/or ATC input.

Note: The TAWS system installed is not linked to the radar altimeter.

34-17-1b (O) Test Mode (Class B) – Procedure:

1. Flight crew will ensure during flight planning that all phases of flight will be conducted at no less than the minimum safe altitude for the routing.
2. During flight, the flight crew will use all means available, including visual cues, all applicable charts, GPS, other NAV instruments and aids, and ATC, to ensure that the flight is conducted at no less than the minimum safe altitude at all times during every phase of flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
34	NAVIGATION					
17 1d)	Advisory Callouts (Class B)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	1	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	

34-17-1d (O) Advisory Callouts (Class B) - Procedure:

1. Flight crew will ensure during flight planning that all phases of flight will be conducted at no less than the minimum safe altitude for the routing.
2. During flight, the flight crew will use all means available, including visual cues, all applicable charts, GPS, other NAV instruments and aids, and ATC, to ensure that the flight is conducted at no less than the minimum safe altitude at all times during every phase of flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
17 2)	Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class B)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Display (Class B TAWS)	C	2	0	
4)	Runway Awareness & Advisory System (Class B)	C	1	0	
18	Traffic Awareness System (TCAD/TAS)	D	1	0	
19	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	
20	Standby Attitude Indicator				Not installed
21	Flight Profile Advisory System	D	1	0	

34-17-2 Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class B) – Procedure:

1. Flight crew will ensure during flight planning that all phases of flight will be conducted at no less than the minimum safe altitude for the routing.
2. During flight, the flight crew will use all means available, including visual cues, all applicable charts, GPS, other NAV instruments and aids, and ATC, to ensure that the flight is conducted at no less than the minimum safe altitude at all times during every phase of flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
22	Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. • Weather Radar • TCAS Display • Navigation Map Display • TAWS Display • Thunderstorm Detection
23	Windshear Warning and Flight Guidance System (Reactive)				Not installed
24	Windshear Detection and Avoidance System (Predictive)				Not installed
25	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	1	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1)	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
	(continued)				

34-22 (O) Independent Multi-Function Display (Excludes EFIS Equipped Aircraft) – Pilot must identify and defer each system that utilizes the MFD.

34-25 Automatic Dependent Surveillance Broadcast (ADS-B) System – Until 1 Jan 2020 May be inoperative. After 31 Dec 2019 Required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace, when at and above 10,000 feet MSL and more than 2500 feet AGL and Class E airspace at and above 3000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. May be inoperative when approved by ATC.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
25 2)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
3)	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4)	Data Link Receiver(s)	D	-	0	
5)	ADS-B Applications	D	-	0	

AIRCRAFT: KING AIR 200		Revision No: 1 Date: 06-15-2017			Page No: 35-1
System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
35	OXYGEN				
1	Passenger Oxygen System	C	1	0	As required by FAR. NOTE: Cockpit Crew Oxygen System must be operative.
2	External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge (Cockpit) is monitored while the Oxygen System is serviced.
3	Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY", and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.
4	Protective Breathing Equipment (PBE)	D	-	0	

35-1 Passenger Oxygen System – Flight operations are limited to FL250 and below.

1. 35-2 (M) External Oxygen Gauge – During oxygen servicing, a qualified person will be stationed inside the aircraft to monitor the internal gauge and report progress of filling process.

35-3 (M) Passenger Oxygen Mask – Procedure:
If a serviceable mask is unavailable as a replacement:

1. Corresponding seat will be blocked and placarded "DO NOT OCCUPY".
2. If affected mask is one with bayonet style plug-in, it will be placarded "INOP" and left un-plugged.
3. If affected mask is a drop down type, the lanyard cord will be removed, and the mask compartment cover will be secured closed with tape and placarded "INOP".

Note: Bayonet type masks do not allow flow of oxygen when mask is unplugged.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
37	VACUUM/ PRESSURE				
1	Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2	Instrument Air Valves	C	2	1	(O) One may be inoperative provided: a) Affected Valve remains selected INSTR & ENVIR OFF, b) Affected Valve is verified closed prior to each Takeoff, and c) Aircraft is not operated in known or forecast icing conditions.

37-2 (O) Instrument Air Valves

1. Place placard near the affected valve which indicates, “Use INSTR & ENVIR OFF, position only”.
2. Verify the affected valve is closed by turning the operative valve off and look for indications that there is no air flowing.
3. Plan flight to stay out of known or forecast icing conditions.

AIRCRAFT: KING AIR 200		Revision No: 1 Date: 06-15-2017			Page No: 46-1
System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
46	INFORMATION SYSTEMS				
1	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.
1)	Power Connection (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.
3)	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4)	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

46-1 (O) Electronic Flight Bag System (EFB)
1. Required information (aeronautical data and charts) are available in another format, and
2. Alternate means for computing weight and balance is available.

46-1-1 (O) Power Connection (Class 1 & 2)
1. Required information (aeronautical data and charts) are available in another format and
2. Alternate means for computing weight and balance is available, or
3. May be inoperative when intended flight time is less than the known duration of the EFB's battery(s) plus one hour.

46-1-2 (M)(O)Mounting Device(Class 2) – Remove the inoperative mounting device. (O) The EFB must be secured (i.e. attach to knee board) in such a way that it will not interfere with any flight controls and remain in a position that will facilitate adequate viewing during all required phases of flight. Or, use paper charts.

46-1-3 (O) Data Connectivity (Class 2) – When ADS-B in is inoperative the pilot must use alternative methods of getting traffic and weather information.

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46	INFORMATION SYSTEMS					
2	Integrated Flight Information System (Pro Line 21 IFIS-5000)				Not installed	
3	XM Satellite Weather System	D	1	0		

AIRCRAFT: KING AIR 200		Revision No: 1 Date: 06-15-2017			Page No: 52-1
System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
52	DOORS				
1	Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.
2	Cargo Door Annunciator System				Not installed
3	Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	(O) May be inoperative provided the Latching Mechanism is inspected using adequate Light by a crewmember prior to each departure.
4	Entrance Door Snubber System	C	1	0	(O)
5	Airstair Door Cable Cover(s)	D	1	0	May be missing.

52-3 (O) Cabin Door Lock and Upper Door Latch Observation Light System(s) – Procedure:

1. After main cabin door is shut and prior to flight, flight crew will inspect the 4 door latch points visually with a bright light to ensure door is fully latched.

52-4 (O) Entrance Door Snubber System – Procedure:

1. Flight crew will exercise special care when opening main cabin door by ensuring it is manually lowered with the support cable to preclude damage to the aircraft or personnel.
2. Any personnel authorized to open the door for the flight crew will be briefed as to the nature of the issue and the appropriate and safe manner in which to open and lower the door.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
61	PROPELLERS					
1	Reverse Not Ready Light	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.	
2	Propeller Synchrophase System	C	1	0		
3	Propeller Synchroscope	C	1	0		
4	Autofeathering System	C	1	0	May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.	

AIRCRAFT: KING AIR 200		Revision No: 1 Date: 06-15-2017				Page No: 73-1
System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
73	ENGINE FUEL & CONTROL					
1	Fuel Flow Indicators	B	2	1	(M) May be inoperative provided both Fuel Quantity Indicating Systems are operative.	

73-1 (M) Fuel Flow Indicators – Procedure:

1. Verify there are no fuel leaks by turning on standby fuel pump on affected side and performing visual inspection of fuel plumbing with particular emphasis at the fuel flow transducer.
2. Verify both left and right fuel quantity indicating systems are operable prior to flight.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
77	ENGINE INDICATING					
1	Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.	
2	Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.	

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
79	ENGINE OIL					
1	Oil Pressure Annunciators	C	2	1	(O) One may be inoperative provided corresponding Oil Pressure Gauge is monitored.	

79-1 (O) Oil Pressure Annunciators – Procedure:

1. Crew prior to flight will ensure proper safe operating oil pressure by using the corresponding oil pressure gage.
2. During flight the crew will monitor the corresponding oil pressure gage to ensure the pressure remains in the proper safe operating range.

U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 14b
Date: 08/27/2010

Hawker Beechcraft Corporation

Beechcraft Model 200 and F90

Applicable Models:
200 / 200C / 200CT / 200T / A100-1 / A200 / A200C / A200CT
B200 / B200C / B200CT / B200T / B200GT / B200CGT
and
F90

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 14a**.	
Definitions	Revised to reference the source document for definitions to avoid duplication of changes published to definitions policy letter.
Preamble	Revised to reference the source document for Preambles, both certificated operators and Part 91 operators, to discontinue publication of duplicate MMELs for differences in the Preambles.
21-8	Delete duplicate relief for Instrument Air Bleed Shutoff Valves and add cross-reference to Chapter 37.
22-2	Yaw Damper (F-90 with STC SA4130NM) correct error for Number Required to “0”
22-3	Add applicability for Garmin GFC-700 AFCS to maintain at least 1 Control Wheel Disconnect Button for Garmin autopilot system.
34-13	Specify applicability of Remarks to Class A TAWS and TCAS II only.
37-2	Instrument Air Valves Remarks changed to add an (M) procedure per duplicate 21-8 relief to secure valve because a malfunctioning valve is unreliable to simply switch OFF.
The following changes are the Highlights of Changes for **Revision 14b**.	
	Revision 14b incorporates Model 200 HDC MMEL Revision 2.
22-2	Yaw Damper (200 HDC) Added model.
22-6	Flight Director relief relocated to chapter 22
22-6-a	Flight Director Mode Selection Panel Annunciator Lamps become Sub-Item
27-4	Add RVSM NOTE
28-1	Add applicability for 200HDC to Standby Boost Pump
30-2	Revise Ice Vane Annunciator Remarks to verify operative.
30-5	Revise Pitot Heat Remarks to correct format and separate relief criteria.

HIGHLIGHTS OF CHANGE

34-1 & 2	Revised Remarks to stipulate Electronic Air Data System instead of EFIS to correct unnecessary exclusion of Proline 2 equipped aircraft.
34-4	Revised Turn/Slip Remarks to remove EFIS restriction because not applicable for right side instruments and Day VFR is mitigation for left side.
34-8	Navigation Equipment reformatted into sub items and Remarks revised to address operational considerations: VOR/ILS TACAN Systems, Glide Slope, Marker Beacon System, DME, RNAV, ADF, RMI and FMS are Navigation Equipment sub items.
34-9-1	Add relief for Radar Stabilization to WX Radar.
34-11	Radar Altimeter relief renumbered and Remarks changed to accommodate variable installations.
34-12	Altitude Alerting System relief renumbered
34-13	Gyro-magnetic Compass System relief renumbered
34-14	Non-Stabilized Magnetic Compass relief renumbered
34-15 & 16	Traffic Alert Collision Avoidance System relief renumbered
34-17	TAWS/GPWS relief renumbered
34-18	Traffic Awareness System (TCAD/TAS relief renumbered
34-19	Ground Proximity Altitude Advisory System (GPAAS) relief renumbered
34-20	Standby Attitude Indicator relief renumbered and Remarks revised to account for Standby Attitude Indicator required by Type Design Approvals.
34-21	Flight Profile Advisory System relief renumbered
34-22	Independent Multi-Function Display relief renumbered
34-23 & 24	Windshear relief renumbered
34-25	ADS-B relief renumbered and undated per PL-105
37-2	Instrument Air Valves Remarks changed to (O) procedure because no mechanical means to secure valve closed. Valve must be powered closed.
46-3	XM Weather System is renumbered to 3. to allow relief to be used for non-IFIS-5000 independent systems and changed to Category D.
52-6	Added 200 HDC Baggage Pod Door Warning Light
61-1	Add applicability to Reverse not Ready to exclude A200CT.

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

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, FAR PART 91MEL APPROVAL AND PREAMBLE.

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the open position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-3	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the open position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight
21-4,5,6	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-7	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the closed position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-9	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the closed position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-14	(M) Maintenance procedure to deactivate and secure Air Conditioner.
21-16-1	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are selected OFF and verified closed prior to each flight.

21-16-2	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are selected OFF and verified closed prior to each flight.
21-18 & 19	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
22-1	(M) Maintenance procedure to deactivate the autopilot and ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-2	(M) Maintenance procedure to deactivate the Yaw Damper and ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-3	(M) Maintenance procedure to deactivate & secure autopilot and electric trim.
22-4	(O) Procedure to establish alternate method to accomplish a go-around.
22-5	(O) Operations procedure to verify prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-6-a	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-7	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panel(s).
23-2-1	(O) Operations procedure to specify how passengers will be briefed for normal and emergency operation.
23-3	(O) Operations procedure to ensure aural warnings are available. NOTE: An acceptable test would be to activate the Stall Warning System.
23-10	(O) Operations procedure to ensure SATCOM Data Link System operates normally.
23-11	(O) Operations procedure to ensure passengers are briefed prior to departure.
23-16	(O) Procedure to provide alternate means to maintain contact with aircraft.
23-16-1	(O) Procedure to provide alternate means to maintain contact with aircraft.
24-7	(M) Maintenance procedure to deactivate and secure the Cabin AC Power System.

24-8	(M) Maintenance procedure to disconnect and remove the Standby Battery.
24-9	(M) Maintenance procedure to placard and secure access to the aircraft External Power Receptacle.
24-10	(O) Operations procedure to verify connection and disconnection of External Power Supply.
24-12	(O) Operations procedure to verify Generator Bus Tie Relay is CLOSED and both DC GEN Annunciators are operative prior to departure.
25-1-1	(M) Maintenance procedure to secure the affected Arm Rest(s) in the full up or full down position.
25-1-4	(M) Maintenance procedure to secure the affected Seat in a position acceptable to the flight crew allowing for full Flight Control movement and normal pilot visibility.
25-2-1	(M) Maintenance procedure to secure Seat in the full upright position.
25-5-2-a	(M) Maintenance procedure to disconnect Remote Switch and verify ELT is armed.
25-10	(M) Maintenance procedure to ensure the affected Receptacle is empty and secured to prevent use. (O) Operations procedure to ensure a sufficient number of Receptacles are available for the flight.
25-11	(M) Maintenance procedure to ensure inoperative Cargo Restraints are isolated from use and Cargo Loading Limits are observed for remaining restraints.
25-12	(M) Maintenance procedure to secure the affected compartment closed. (M) Maintenance procedure to remove the affected compartment door(s) (O) Operations procedure to ensure crew awareness and passenger briefing regarding use of affected storage compartment.
25-12-1	(M) Maintenance procedure to ensure door latch is operable.
25-13	(M) Maintenance procedure to remove or deactivate/secure inoperative System or equipment. (O) Operations procedure to ensure crew awareness of inoperative equipment.

25-14	(M) Maintenance procedure to deactivate and secure the inoperative System.
25-18	(M) Maintenance procedure to secure the Cockpit and/or Cabin Partition Doors / Curtains in the full open position or to remove Doors / Curtains.
26-4	(O) Operations procedure to ensure Lavatory is locked closed and accessed only by crewmembers. (M) Maintenance Procedure to ensure Lavatory Waste Receptacle is empty and Door is placarded.
27-1	(O) Procedure to provide method to check trim tab for full range of motion and ensure there is no restriction to movement.
27-2	(O) Procedure to provide method to verify full flap travel and correct intermediate flap settings.
27-4 27-4-3	(M) Maintenance procedure to deactivate the Electric Trim and ensure Manual Trim is operative.
28-1	(M) Procedure to deactivated and secure affected Standby Fuel Boost Pump.
28-5	(M) Maintenance procedure to ensure there are no fuel leaks or restrictions to fuel flow associated with the Fuel Counter / Totalizer malfunction.
28-6	(O) Operations procedure to ensure the quantity and balance of fuel on board meets the regulatory requirements for the intended flight and fuel balance is maintained throughout flight.
28-9	(O) Operations procedure to ensure Standby Electric Boost Pump is turned on and verified operative. (M) Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power.
30-2	(O) Operations procedure to verify operation of the Anti-Ice Vanes prior to each departure. (M) Maintenance procedure to secure Anti-Ice Vanes in the full extended position. (O) Operations procedure to ensure that Surface Temperatures and Ice Vane Extended Performance Charts are considered. (M) Maintenance procedure to secure the Anti-Ice Vanes in the full extended position.

30-5-1	(O) Procedure to verify each pitot mast heat is operative prior to each flight.
30-10-1-a	(O) Operations procedure to ensure aircraft is not operated in visible moisture 5 degrees Celsius or below. (M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully extended position. (O) Operations procedure to ensure Ice Vanes Extended performance data is used.
30-10-1-b	(O) Operations procedure to ensure that is not operated in visible moisture 5 degrees Celsius or below.
30-10- 2-a & -b	(M) Maintenance procedure to ensure the Anti-Ice Vanes are secured in the fully extended position. (O) Procedure to ensure that Surface Temperatures and Performance Charts with Ice Vanes Extended are considered.
30-10-2-c	(M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully extended position.
31-2	(O) Operations procedure to record flight time.
31-7	(O) Establish alternate procedure to collect engine trend monitoring data.
32-1	(O) Operations procedure to prevent movement of aircraft when stopped or parked.
32-2	(M) Maintenance procedure to deactivate Brake Deice and ensure Rudder Boost remains operative.
32-5	(M) Maintenance procedure to verify proper hydraulic fluid level prior to first flight of each day.
32-6	(O) Operations procedure to ensure flight crew awareness of the requirement to manually release the Down Lock Latch.
33-1	(O) Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations.

33-4	(O) Operations procedure to appropriately brief the passengers.
34-2-1	(O) Operations procedure to ensure crew awareness of specific airspeed information.
34-8-3-a	(O) Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use FMS guidance in the terminal area.
34-10-1&2	(O) Procedure to determine the Multi-Function Processing Unit is operative.
34-11	(M) Procedure to deactivate and secure the Radar Altimeter System. (O) Alternate procedure for terrain clearance awareness and approach minimums awareness with the radar altimeter inoperative.
34-12	(O) Operations procedure to verify Autopilot with Altitude Hold is operative.
34-13	(O) Operations procedure to ensure equipment configuration and flight crew awareness of the need to manually slave Directional Gyro.
34-14	(O) Operations procedure that identifies the required sources of magnetic heading information needed to be available and operative.
34-15	(M) Maintenance procedure to deactivate and secure the TCAS II System.
34-15-2	(O) Operations procedure to ensure TA ONLY Mode is selected by the crew and TA visual display and audio functions are operative.
34-15-3	(O) Operations procedure to ensure RA visual display and audio functions are operative.
34-16	(M) Maintenance procedure to deactivate and secure the TCAS I System.
34-17	(O) Procedure to ensure pilot planning and awareness of terrain clearance.

34-17-1	(O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.
34-17-1-a	O) Procedure to ensure alternate means of crew awareness with inoperative Mode(s).
34-17-1-b	(O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.
34-17-1-d	(O) Procedure to ensure alternate means of crew awareness with inoperative advisory callout(s).
34-17-1-e	(O) Procedures for windshear avoidance when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
34-17-2	(O) Procedure to ensure alternate means of terrain awareness with inoperative FLTA/PDA Modes.
34-22	(O) Operations procedure must identify all systems and functions affected by the inoperative MFD specific to each installation and provide for MEL deferral of those affected systems.
34-23	(O) Establish alternate procedures for use when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
34-24	(O) Establish alternate procedures for use when Windshear Detection and Avoidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
35-2	(M) Maintenance procedure to ensure a qualified crew member is stationed inside the aircraft to monitor the Internal Oxygen Gauge during servicing.

35-3	(M) Maintenance procedure to block and placard affected Seat and to block flow of oxygen from the inoperative Mask.
37-2	(O) Operations procedure to determine Bleed Air Shutoff Valve is in the closed position prior to each departure.
46-1	(O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.
46-1-1	(O) Procedure to ensure adequate battery power supply for the EFB is available for the duration of the flight plus one hour or all the aeronautical information required for the flight is available in paper form.
46-1-2	(M) Procedure to secure the EFB in a useable position by other means and if unable to secure the EFB, then remove the EFB from the aircraft. (O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form if the EFB is removed.
46-1-3	(O) Procedure to provide alternate source of information normally provided through EFB data connection.
46-2-1 & 2	(O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.
46-2-3 & 4	(O) Procedure to provide any required information normally provided through the CMU or Third VHF Radio.
52-2	(O) Operations procedure to inspect the Cargo Door Latching Mechanism to ensure the Door is latched prior to each departure.
52-3	(O) Operations procedure to inspect, using adequate Light, the Cabin Door Latching Mechanism to ensure the Door is latched prior to each departure.
52-4	(O) Operations procedure to ensure crew awareness that the Cabin Door must be lowered manually to prevent damage to personnel or the aircraft.
73-1	(M) Procedure to ensure there are no fuel leaks associated with the Fuel Flow Indicator malfunction.
79-1	(O) Operations procedure to monitor corresponding Oil Pressure Gauge.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
1. Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.
2. Safety Valve (Dump)	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.
3. Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.
4. Cabin Altitude Warning (ALT WARN)	C	1	0	May be inoperative for pressurized flight at or below 10,000 feet MSL.
	C	1	0	(O) May be inoperative for unpressurized flight.
5. Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator is operative.
	C	1	0	(O) May be inoperative for unpressurized flight.
6. Cabin Altitude/ Differential Pressure Indicator	C	1	0	(O) May be inoperative for unpressurized flight provided Safety Valve (Dump) is OPEN.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
7. Bleed Air Shutoff Valves (Environmental) (3 Position Switch)	C	2	1	(M) One may be inoperative in the ENVIR OFF Position for pressurized flight.
	C	2	0	(M)(O) May be inoperative in the ENVIR OFF position for unpressurized flight.
8. Bleed Air Shutoff Valves (Pneumatic Instrument Air) (3 Position Switch)				DELETED; Revision 14a, See Chapter 37
9. Bleed Air Shutoff Valves (2 Position switch)	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.
	C	2	0	(M)(O) May be inoperative in closed position for unpressurized flight.
10. AUTOMATIC Temperature Controller	C	1	0	May be inoperative provided MANUAL Temperature Controller is operative.
11. MANUAL Temperature Controller	C	1	0	May be inoperative provided AUTOMATIC Controller is operative.
12. Electric Heat	C	1	0	
13. Ventilation Blower				DELETED REVISION 9.
14. Air Conditioner	C	1	0	(M)
15. Aft Blower ***	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING					
16. L or R BL AIR FAIL Annunciator System					
1) Annunciator Fails to Illuminate	C	2	1	(O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operative into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.	
2) Annunciator Remains Illuminated	C	2	1	(O) One may be inoperative provided: a) Environmental and instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.	
17. *** Ground Air Cooling System	C	1	0		
18. Bleed Air OFF Annunciator System	C	1	0	(O) May be inoperative for unpressurized flight.	
19. Cabin Door Seal System	C	1	0	(O) May be inoperative for unpressurized flight.	
20. Cabin Temperature Indicator System	C	1	0		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
22 AUTO FLIGHT					
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.	
2. Yaw Damper (200 Series except 200HDC, 200T with Tip Tanks or STC SA3519NM & F90 except STC SA4130NM)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 17,000 ft Pressure Altitude.	|
(200T with Tip Tanks)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 7,000 ft MSL.	
(200 Series with STC SA3519NM)	C	1	0	(M)	
(F-90 with STC SA4130NM)	C	1	0	(M)	
(200 HDC Only)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 25,000 ft Pressure Altitude.	| | |
3. Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot	
(Except Garmin GFC-700 AFCS equipped)	B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.	| |
(Continued)					|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
22 AUTO FLIGHT					
3. Autopilot Control Wheel Disconnect Switches (Continued)					|
(Except Garmin GFC-700 AFCS equipped)	B	-	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative.	|
4. Autopilot Go-Around Switch	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude.	
5. Autopilot Mode Selector/Annunciator (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.	
6. Flight Director System	C	1	0	May be inoperative provided approach procedures do not require its use. NOTE: Any operative Mode may be used.	| | | |
a) Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.	|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
22 AUTO FLIGHT					
7. Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on pilot's EFIS Display or Remote Annunciator Panel.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
1. Communications System (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by Emergency Power Source and not required for Emergency Procedures.
2. Passenger Address System (PA)				
1) Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used..
2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
3. Cockpit Speakers System (Including Audio Amp.)	C	2	0	(O) May be inoperative provided: a) Two operative Headsets are available to the flight crew, and b) Aural warnings are available.
4. Audio Amplifiers				DELETED Rev.14, Combine with Cockpit Speakers.
5. Static Discharge Wicks	C	-	-	One Wick may be missing or broken from: 1) Each Wing (includes Aileron), 2) Each side of Horizontal Stabilizer, and 3) Vertical Stabilizer NOTE: A Maximum of three (3) Static Wicks may be broken or missing.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
6. Boom Microphones (includes headset mic)					
1) With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) With Only Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3) *** Without Cockpit Voice Recorder Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
7. Cockpit Voice Recorder (CVR)					
1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
8. *** Passenger Call System	C	1	0		
9. *** Voice Activated Interphone System (cockpit to cabin)	D	1	0		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
10. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.	
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.	
11. *** Recorded Passenger Briefing System	D	1	0	(O) May be inoperative provided passengers are appropriately briefed prior to each departure.	
12. *** Flight Phone System	D	1	0		
13. *** Ground Communications Power System	D	1	0		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
14. Push-to-Talk Switches				
1) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-in-command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.
2) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
3) Aircraft Without Separate Hand Microphone Plug-In. (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
15. Hand Held Microphone	C	2	1	Right side may be inoperative.
	C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS					
16. 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.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.	
	D	-	0	May be inoperative provided procedures do not require its use.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
24 ELECTRICAL POWER					
1. DC Generator Caution Lights	B	2	1	One may be inoperative provided corresponding Load Meter is monitored.	
2. Inverters (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative for day VFR.	
3. Inverters Warning Light (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative provided both Inverters are operative.	
4. DC Load Meter				DELETED, Revision 14	
5. AC Volt/Frequency Meter (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	1	0	May be inoperative provided Inverter Warning Light is operative.	
6. *** Battery Temperature Indicating System	C	1	0	May be inoperative provided the Standard Battery Charge Annunciator System is operative.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
24 ELECTRICAL POWER					
7. *** Cabin AC Power System	C	-	0	(M)	
8. EFIS Standby Power	B	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC only, and b) Standby Battery is disconnected and removed.	
9. External Power System	C	1	0	(M)	
10. External Power Annunciator	C	1	0	(O)	
11. L or R GEN BUS TIE Relay (Model F90 Only)	B	2	1	One may be inoperative for day VMC operations provided both DC GEN Annunciators/Caution Lights are operative.	
12. L or GEN BUS TIE Annunciator (Model F90 Only)	B	2	0	(O) May be inoperative provided: a) Generator Bus Tie Relay is verified closed prior to each departure, and b) Both DC GEN Annunciators/ Caution Lights are operative.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
1. Crew Seats				
1) Arm Rests	C	-	0	(M) May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flight crew.
2) Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to the flight crew.
3) Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.
4) Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind.
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
	D	-	-	May be inoperative and seat occupied provided seat is immovable in the full upright position
2) Armrest	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an Armrest with a recline mechanism, seat is secure in the full upright position.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS					
3. Floatation Equipment ***	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
4. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	-	May be incomplete, missing, or inoperative.	
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-	May be incomplete, missing or inoperative.	
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.	
5. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
a) Remote Switch ***	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS					
6. Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.	
7. Electric Toilet ***	C	1	0		
8. "Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
9. *** Exterior Lavatory Door Ashtrays				
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
10. *** Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient Waste Receptacles are available to accommodate all waste that may be generated on a flight.
11. *** Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
12. Cabin Storage Compartments / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is placarded “DO NOT USE”, c) Any emergency equipment located in affected Compartment is considered inoperative and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed
	C	-	-	(M)(O) May be inoperative provided: a) Affected door is removed, b) Associated compartment is not used for storage of any items, except those permanently affixed, c) Associated compartment is placarded “DO NOT USE”, d) Passengers are briefed that associated compartment is not used. NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.
1) Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided door latch remains operative.
13. EMS Equipment ***	C	-	0	(M)(O) May be inoperative provided the inoperative system/component is deactivated and secured.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
14. *** Smartstart Security System	C	1	0	(M)
15. *** Pyrotechnic Signal	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
16. Protective Breathing Device				DELETED REV.14, See Chapter 35.
17. *** Sound Management System (Active Noise Canceling System)	D	-	0	
18. *** Cockpit and Cabin Partition Doors/Curtains	D	-	0	May be inoperative provided door/curtain is secure in the full stowed open position.
	D	-	0	(M) Curtains may be removed or secured open by an alternate means.
19. Flashlight/ Flashlight Holder	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
20. Cockpit Overhead Crew Assist Straps	D	-	0	
21. Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.
22. External Airspeed Indicator Bug(s)				DELETED Rev.14, See Chapter 34.
23. *** Emergency Vision Assurance System (STC SA 1050WI)	C	2	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 FIRE PROTECTION				
1. Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2. Engine Fire *** Extinguisher Systems	C	2	0	
1) "Push To Extinguish" Guard	A	-	-	May be broken, missing or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of System, and b) Repairs are made within one flight day.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 FIRE PROTECTION				
3. Lavatory Fire *** Extinguisher System				DELETED, Revision 14
4. Lavatory Smoke *** Detection System	C	-	-	(M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
5. Cargo Compartment *** Fire Detection Suppression Systems	C	-	0	May be inoperative provided Cargo Compartment remains EMPTY. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.
6. Fire Extinguisher "Push To Extinguish" Guard				DELETED REVISION 12. MOVED TO ATA 26-2-1.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS					
1. Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	3	0	(O) May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection	
2. Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.	
3. Rudder Boost (Except 200T)	C	1	0	May be inoperative provided aircraft is not modified with STC SA2307CE.	
4. Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used. NOTE: RVSM is not authorized.	|
1) Trim Switches	C	-	0	NOTE: Any operative Trim Switch may be used.	
2) PITCH TRIM OFF Annunciation System	C	1	0		
3) PITCH TRIM ON-OFF Switch	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used.	
5. Flap System				DELETED REVISION 12	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
28 FUEL					
1. Standby Fuel Boost Pumps (Except 200 HDC)	C	2	1	(M) One may be inoperative provided: a) Emergency Engine Fuels are not used, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport. NOTE: See AFM Emergency Engine Fuels Limitations.	|
(200 Series Only Except 200HDC)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 20,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.	| |
(F90 Only)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 17,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.	
2. Motive Flow Valves				DELETED, Revision 14, See Auxiliary Fuel Transfer System	
3. Jet Transfer Pumps				DELETED, Revision 14, See Auxiliary Fuel Transfer System	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
4. Crossfeed Light	C	1	0	May be inoperative provided proper operation of Crossfeed System is checked prior to departure.
5. *** Fuel Counter/ Fuel Totalizer	C	1	0	(M)
6. Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets regulatory requirements for flight, b) Both Fuel Flow Indicators are operative, and c) Procedures are established to ensure fuel balance. NOTE: Tip Tank Fuel Gauge must be operative if installed.
7. Auxiliary Fuel Transfer Systems				
1) Automatic System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
2) Override System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
8. Fuel Flow Indicators				DELETED Revision 14, See Chapter 73
9. Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	(M)(O) One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used.
10. Fuel Management Function				DELETED, Revision 14

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION					
1. Surface Deice System (Wing and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators (200 Series Only)	C	4	2	(O) One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure.	| | |
	C	4	0	(M)(O) Both may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Where applicable, Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.	
L & R ENG ANTI-ICE Annunciators (F90 Only)	C	2	0	(M) May be inoperative on one or both sides provided affected Inertial Ice Vanes are secured in the extended positions.	
3. Windshield Heat	C	2	0	May be inoperative provided aircraft Is not operated in known or forecast icing conditions.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION					
4. Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
5. Pitot Heaters	B	2	1	Right side may be inoperative provided: a) SIC is not required, and b) Aircraft is not operated in known or forecast icing conditions. NOTE: RVSM is not authorized.	|
	C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	|
1) Pitot Heat Annunciator ***	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.	
6. Propeller Deice Systems (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.	
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7. Propeller Deice System (Manual)	C	1	0	May be inoperative provided Automatic Propeller Deice System is operative.	
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
8. Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9. Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10. Engine Inertial Ice Vanes				
1) Engine Inertial Ice Vane Motors				
a) Dual Motors System (200 series & F90)	C	4	2	(O) One Actuator Motor on each Intake System may be inoperative provided aircraft is not operated in visible moisture at 5 degrees Celsius or below.
(200 series only)	C	4	0	(M)(O) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
(F90 LA-202, LA-205 and after)	C	4	0	(M) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided Inertial Ice Vanes are secured in the extended position.
b) Single Motor System with Manual Backup	C	2	0	(O) The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 degree Celsius or below.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION					
10. Engine Inertial Ice Vanes (Continued)					
2) Engine Inertial Ice Vane Actuators					
a) Dual Motor System (200 series only)	C	2	0	(M)(O) The Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.	
(F90 LA-202, LA-205 and after)	C	2	0	(M) The Actuator on the Intake System may be inoperative provided Inertial Ice Vanes are secured in the extended position.	
b) Single Motor System with Manual Extended Backup	C	2	0	(M)(O) The Manual Extend Backup Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.	
c) Manual Extend System/No Motors (F90 LA-2 thru LA-204 except LA-202)	C	2	0	(M) The Manual Extend Actuator on each Intake System may be inoperative provided the Inertial Ice Vanes are secured in the extended position.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
11. Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12. Electric Engine Air Inlet Lip Boot Heat	C	2	1	May be inoperative provided the aircraft is not operated in areas of visible moisture at temperatures less than 5 degrees Centigrade.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/ RECORDING SYSTEMS				
1. Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR.
2. Flight Hour Recorder	C	1	0	(O)
3. Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was 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 three flight days.

(continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
31 INDICATING/ RECORDING SYSTEMS					
3. Flight Data Recorder (FDR) System (Continued)					
1) FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
2) FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
3) Operators Other Than Holders of Air Carrier or Commercial Operator Certificates	C	-	1	Any in excess of those required by FAR may be inoperative.	
	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
4. Master Caution Annunciators	B	2	1	One may be inoperative.	
5. Master Warning Annunciators	A	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight day.	
6. Unassigned (---) Annunciators	D	-	0		
7. *** Engine Trend Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
1. Parking Brake	C	1	0	(O)
2. Brake Deice System	C	1	0	(M) May be inoperative provided Rudder Boost is not affected. NOTE: See AFM for Limitations.
3. Landing Gear Position Indicator Lamps	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.
4. Landing Gear Handle Lights	C	2	1	One Bulb may be inoperative provided all Gear Positive Lights are operative.
5. Hydraulic Fluid Low Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.
6. Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is operative, and b) Down Lock Release Button is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cabin Lights Systems	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night.
2. Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations provided Taxi Light is operative.
4. Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.
5. Navigation Light System	C	1	0	May be inoperative for day operations.
6. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
7. Strobe Light System	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
8. Taxi Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided both Landing Lights are operative
9. Wing Ice Lights	C	-	0	May be inoperative for day operations.
	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
***	C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
10. Recognition Lights ***	C	2	0	
11. Logo Light System ***	C	1	0	
12. Master Caution				DELETED, Rev.14, Moved Chapter 31
13. Baggage Compartment Lights	C	-	0	
14. Pulselight System ***	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
33 LIGHTS					
15. Master Warning Annunciator				DELETED, Rev.14, Moved Chapter 31	
16. Unassigned (---) Annunciators				DELETED, Rev.14, Moved Chapter 31	
17. Cabin Boarding Lighting System	C	1	0	Any operable Light may be used.	
18. Emergency Instrument Lights	C	1	0	May be inoperative for day VFR operations.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
1. Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Altimeter(s). NOTE: RVSM is not authorized.	| |
2. Airspeed Indicators (Mechanical Airspeed Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), or Servoed Electric Airspeed Indicator(s).	| |
1) *** External Airspeed Indicator Bug(s)	C	-	0	(O) May be inoperative, missing, or broken provided alternate procedures are established and used for specific airspeed awareness.	
3. Gyroscopic Pitch And Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
4. Gyroscopic Rate of Turn/Slip Skid Indictors (Mechanical Turn Indicators Only)	B	2	1	May be inoperative on right side provided Second in Command is not required	|
	B	2	1	May be inoperative provided aircraft is operated Day VFR. NOTE: Yaw Damper may be inoperative on some aircraft.	| | |
5. Gyroscopic Directional Indictor System (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS.	
6. Vertical Speed Indicators (VSI) (Mechanical VSI Only)	B	2	1	May be inoperative on right side.	
	B	2	1	May be inoperative on left side provided the aircraft is operated day VFR.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
7. 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. NOTE: RVSM is not authorized.
	D	-	1	Any in excess of those required by FAR may be inoperative.
1) *** Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2) *** ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
3) Control Wheel Transponder Ident Switch	C	2	0	May be inoperative provided Transponder Ident Switch is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
8. Navigation Equipment				
1) VOR/ILS Systems	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
TACAN Systems	D	-	0	May be inoperative provided operations do not require its use.
a) Glide Slope	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
b) Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
2) Distance Measuring Equipment (DME) Systems	C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.
	C	-	0	May be inoperative provided operations do not require its use.
	D	2	1	
3) Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
	D	-	1	Any in excess of those required by FAR or operations may be inoperative. NOTE: RNAV Systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
8. Navigation Equipment				
3) Area Navigation (Continued)				
a) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each departure, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified,and d) RNAV Departures, RNAV Arrivals, Instrument Approaches and published RNAV Routes based on RNAV guidance are not used.
4) Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided operations do not require its use.
5) Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source not displayed on another indicator is considered inoperative.
6) Flight Management System (Aircraft Integrated Systems)				NOTE: Systems identified as FMS that provide only navigation functions are deferred with Area Navigation.
	C	-	1	May be inoperative provided operations do not require its use.
	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cycles.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
9. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by FAR.	
1) Radar Antenna Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.	|
10. Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD) (Collins EFIS-84 & EFIS-85 equipped Only)					
1) 3 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.	
2) 5 Tube System	C	1	0	(O) May be inoperative provided Multi-Function Processing Unit (MPU) is operative.	
11. Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used. NOTE: TAWS, GPWS and/or TCAS may be inoperative	|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIAGTION					
12. 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 three flight days.	|
	C	-	0	May be inoperative provided it is not required by FAR. NOTE: RVSM is not authorized	
13. Gyro-magnetic Compass System	C	2	1	(O) One Slaved Mode may be inoperative provided: a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative.	|
1) Compass System #1	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator.	
2) Compass System #2	C	1	0	May be inoperative provided Second-In-Command is not required.	
	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Heading Indicator.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
14. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative.	|
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	
15. *** Traffic Alert 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) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

(continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
15. *** Traffic Alert Collision Avoidance System (TCAS II) (Cont'd)					|
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) *** Airspace Selection Function	C	-	0		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
16. *** Traffic Alert Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	|
	C	-	0	(M) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
17. Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.	|
(Class C TAWS Or GPWS Not required By FAR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
1) GPWS (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.	
a) Modes 1-4 (Class A TAWS Required)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
Modes 1 & 3 (Class B TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
b) Test Mode (Class A or B Required)	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
17. TAWS / GPWS 1) GPWS (Continued)					
c) Glideslope (Mod Deviation(Mode 5) (Class A TAWS Required)	C	-	1		
	B	-	0		
*** Modes 2, 4, & 5 (Class B TAWS Required)	C	3	0		
d) Advisory Callouts (Class A or B Required)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.	
e) *** Windshear Mode (Reactive) (Class A TAWS Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: 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.	
*** Windshear Mode (Reactive) (Class B TAWS Required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
17. TAWS / GPWS (Continued)					|
2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A Or B Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) Terrain Display (Class A TAWS Required)	C	-	1		
*** Terrain Display (Class B TAWS Required)	C	-	0		
4) *** Runway Awareness & Advisory System (Class A Or B Required)	C	1	0		
18. *** Traffic Awareness System (TCAD/TAS)	D	1	0		| |

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
19. *** Ground Proximity Altitude Advisory System (GPAAS)	C	1	0		|
20. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by Type Design Approval (TC, STC, ATC) or 14 CFR instrument and equipment requirements.	| | | |
	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.	
21. *** Flight Profile Advisory System	D	-	-		|
22. Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. • Weather Radar • TCAS Display • Navigation Map Display • TAWS Display • Thunderstorm Detection	|
23. *** Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	|
24. *** Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
25. *** Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	|
1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used	|
2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	|
3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	| | | | |
4) Data Link Receiver(s)	D	-	0		
5) ADS-B Applications	D	-	0		|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
35 OXYGEN					
1. Passenger Oxygen System	C	1	0	As required by FAR. NOTE: Cockpit Crew Oxygen System must be operative.	
2. External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge (Cockpit) is monitored while the Oxygen System is serviced.	
3. Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded “DO NOT OCCUPY”, and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.	
4. *** Protective Breathing Equipment (PBE)	D	-	0		

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
37 VACUUM/ PRESSURE					
1. Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Instrument Air Valves	C	2	1	(O) One may be inoperative provided: a) Affected Valve remains selected INSTR & ENVIR OFF, b) Affected Valve is verified closed prior to each Takeoff, and c) Aircraft is not operated in known or forecast icing conditions.	| | | | |

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
46 INFORMATION SYSTEMS					
1. *** Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.	
1) *** Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) *** Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.	
3) *** Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
4) *** EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
46 INFORMATION SYSTEMS					
2. Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	(O)	
***	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.	
2) Cursor Control Panel (CCP)	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
3) Communications *** Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
4) Third VHF Comm *** Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
3. XM Satellite Weather *** System	D	1	0		|

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
52 DOORS					
1. Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.	
2. Cargo Door Annunciator System	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, the door is closed and latched prior to each departure.	
3. Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	(O) May be inoperative provided the Latching Mechanism is inspected using adequate Light by a crewmember prior to each departure.	
4. Entrance Door Snubber System	C	1	0	(O)	
5. Airstair Door Cable Cover(s)	D	1	0	May be missing.	
6. (200HDC) Baggage Pod Door Warning Light	C	1	0	May be inoperative provided: a) All door latches are operative, and b) A flight crewmember confirms by visual inspection that door is latched prior to each departure.	| | | | | |

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
61 PROPELLERS					
1. Reverse Not Ready Light (Except A200CT)	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.	|
2. Propeller Synchrophase System	C	1	0		
3. Propeller Synchroscope	C	1	0		
4. Autofeathering System (200, 200C and F90 Only)	C	1	0	May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
73 ENGINE FUEL & CONTROL					
1. Fuel Flow Indicators	B	2	1	(M) May be inoperative provided both Fuel Quantity Indicating Systems are operative.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
77 ENGINE INDICATING					
1. Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.	
2. Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
79 ENGINE OIL					
1. Oil Pressure Annunciators	C	2	1	(O) One may be inoperative provided corresponding Oil Pressure Gauge is monitored.	