U.S. Department of Transportation
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Master Minimum Equipment List (MMEL)

Revision: 1
Date: XX/XX/XXXX

Piper Aircraft Inc.
PA-46-600TP

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Flight Operations Evaluation Board (FOEB)

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AIRCRAFT:
Piper Aircraft, PA-46-600TP

TABLE OF CONTENTS AND CONTROL PAGE

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	07/11/2022	Original issue.
1	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures (Pg. XI), 23-1, 25-2, 25-3, 30-1.

The following changes are the Highlights of Changes for **Revision 1**. They are the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 06/10/2024.

PAGE NO.	EXPLANATION OF CHANGE
--	Modified Cover Page.
I	Modified Table of Contents and Control Page to reflect Rev. 1 changes.
II	Added Rev. 1 affected pages to Log of Revisions page.
III	Added Rev. 1 changes to Highlights of Change page.
XI	Added (M) Procedure to 25-60-01 for placard requirement per PL-120 Rev. 4.
ATA 23	Communications
23-1	Added relief for 23-21-00 Data Transmission and Automatic Calling.
ATA 25	Equipment/Furnishings
25-2	Added/modified verbiage in 25-60-01 Fixed ELT to be consistent with PL-120 Rev. 4.
25-3	Added (M) Procedure and added/modified verbiage in 25-60-01 Fixed ELT to be consistent with PL-120 Rev. 4.
ATA 30	Ice and Rain Protection
30-1	Modified Airfoil Surface Deicing System title to include Horizontal Tail Heaters.

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Dynamic Regulatory System (DRS) website at https://drs.faa.gov.

PREAMBLE

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

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

SEQUENCE NO.	PROCEDURE
21-20-02	(M) Maintenance procedure to ensure the inoperative recirculation blower(s) is deactivated. (O) Pilot uses the ground ventilation blower (Vent Fan) as required during ground operations to maintain a comfortable cabin temperature and air circulation.
21-20-04	(O) Operational procedure to ensure an operative WINDSHLD HT DEFOG: a) With the engine running at idle, Battery Master ON and Generator ON, select the position WINDSHLD HT rocker switch to DEFOG. b) Verify that the ammeter indicates an increase in amperage. c) Select the 3 position WINDSHLD HT rocker switch to OFF. d) Verify that the ammeter indicates a decrease in amperage. NOTE 1: The increase in amperage when the WINDSHLD HT is switched to DEFOG, and decrease in amperage when the WINDSHLD HT is switched OFF indicates an operative WINDSHLD HT DEFOG. NOTE 2: Ambient temperature of the windshield must be below 105°F for system to operate.
21-20-05	(M) Maintenance procedure to ensure the Avionics Cooling Fan(s) is deactivated.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-30-01	(O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. The aircraft is to be configured in accordance with the following procedure: a) BLEED AIR SELECT OFF. b) BLEED AIR SHUTOFF VALVE closed (Lever Pulled Out). c) CAB PRES switch selected to DUMP (and remains in DUMP for the entire flight). NOTE 1: If both the BLEED AIR SELECT and BLEED AIR SHUTOFF VALVE are operative, they may be used to modulate cabin temperature (if warmer temperatures are desired). NOTE 2: The CABIN ALT 10K amber caution message will be displayed should cabin pressure altitude exceed 10,000 ft. The CABIN ALT 12K red warning message will be displayed should cabin pressure altitude exceed 12,000 ft. If the Emergency Pressure system is operative, the EMER PRESSURE circuit breaker may be pulled when operating at altitudes greater than 11,000 ft. to mitigate intermittent cycling (opening and closing) of the Emergency Pressure Solenoid Valve. NOTE 3: Selecting the CAB PRES switch to DUMP depressurizes the cabin to the 14,300 ± 300 ft. setting of the outflow valves' maximum cabin altitude limiter and inhibits the Emergency Descent Mode (EDM).
21-30-02	(O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. Reference 21-30-01 for appropriate configuration for unpressurized operation.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-30-03	(O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. Reference 21-30-01 for appropriate configuration for unpressurized operation.
21-40-01	(O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. Reference 21-30-01 for appropriate configuration for unpressurized operation.
21-40-01, A)	(O) Operational procedure to verify an operative BLEED AIR Shutoff Valve control: a) With the engine running at IDLE power, select cabin bleed air ON utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....NORM b) With cabin conditioned air presence verified, close the manual bleed air valve utilizing POH Normal procedures of: i. BLEED AIR Lever.....PULL OUT (OFF) c) Verify the cabin conditioned air has stopped aurally and/or by the absence of airflow to confirm an operative BLEED AIR Shutoff Valve control.

SEQUENCE NO.	PROCEDURE
21-40-01, B)	(O) Operational procedure to verify an operative BLEED AIR SELECT – OFF, HIGH and EMER: a) With the engine running at IDLE power, set cabin ECS controls utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....OFF b) Set Cabin ECS Temperature Control to Full Cold using an operative control mode (Manual or Auto). c) Select BLEED AIR SELECT – HIGH and verify operative HIGH flow by the presence of bleed air aurally and/or by feeling for airflow at floor distribution outlets. If necessary, increase engine power to aid in verifying airflow. d) Select BLEED AIR SELECT – EMER and verify operative EMER by the presence of bleed air aurally and/or by feeling for airflow at floor distribution outlets. The EMER bleed will be noticeably louder and warmer than HIGH ECS air. e) Select BLEED AIR SELECT – OFF and verify operative OFF setting aurally and/or by the absence of airflow at floor distribution outlets.
21-40-01, C)	(O) Operational procedure to verify an operative BLEED AIR SELECT – OFF, NORM and EMER: a) With the engine running at IDLE power, set cabin ECS controls utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....OFF b) Set Cabin ECS Temperature Control to Full Cold using an operative control mode (Manual or Auto). c) Select BLEED AIR SELECT – NORM and verify operative NORM flow by the presence of bleed air aurally and/or by feeling for airflow at floor distribution outlets. If necessary, increase engine power to aid in verifying airflow. d) Select BLEED AIR SELECT – EMER and verify operative EMER by the presence of bleed air aurally and/or by feeling for airflow at floor distribution outlets. The EMER bleed will be noticeably louder and warmer than NORM ECS air. e) Select BLEED AIR SELECT – OFF and verify operative OFF setting aurally and/or by the absence of airflow at floor distribution outlets.
21-40-01, D)	(M) Maintenance procedure to open and collar the EMER PRESSURE circuit breaker to deactivate the system.

SEQUENCE NO.	PROCEDURE
21-40-02	(M) Maintenance procedure to ensure the BLEED AIR Shutoff Valve is secured closed (BLEED AIR Lever Pulled Out). (O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. Reference 21-30-01 for appropriate configuration for unpressurized operation.
21-40-03	(M) Maintenance procedure to ensure the Emergency Bleed Air Solenoid Valve is deactivated in the closed position.
21-50-00	(M) Maintenance procedure to open and collar AIR CONDITIONING CONTROL and AIR CONDITIONING POWER circuit breakers to ensure the Vapor Cycle System is deactivated. NOTE: The compressor face is to be rotated to verify that the compressor clutch is disengaged and the system appropriately deactivated. If the compressor clutch is found to still be engaged (compressor seized), the compressor drive belt is to be removed to deactivate the system. (O) Pilot uses the ground ventilation blower (Vent Fan) as required during ground operations to maintain a comfortable cabin temperature and circulation.
21-60-01	(O) Operational procedure to verify an operative Manual Temperature Control: a) With the engine running at IDLE power, select the Temperature Control to Manual Mode and use the COOL portion of the WARM/COOL rocker switch to set temperature to the minimum level (Full Cold). b) Select cabin bleed air on utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....NORM c) Verify the presence of cabin conditioned air by feeling for airflow at floor distribution outlets. If necessary, increase engine power to aid in verifying airflow. d) Use the WARM portion of the increase/decrease rocker switch to set temperature to the maximum level (Full Warm) and verify that the airflow at the floor distribution outlets feel noticeably warmer (when compared to the airflow observed in Step c) to confirm an operative Manual Temperature Control.

SEQUENCE NO.	PROCEDURE
21-60-02	(O) Operational procedure to verify an operative Automatic Temperature Control: a) With the engine running at IDLE power, select the Temperature Control to Auto Mode and rotate the temperature control knob to the extreme counterclockwise position (COOL). b) Select cabin bleed air on utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....NORM c) Verify the presence of cabin conditioned air aurally and/or by feeling for airflow at floor distribution outlets. If necessary, increase engine power to aid in verifying airflow. d) Rotate the temperature control rheostat to the extreme clockwise position (WARM) and verify that the airflow at the floor distribution outlets feel noticeably warmer (when compared to the airflow observed in Step c) to confirm an operative Automatic Temperature Control.
22-10-00	(M) Maintenance procedure to ensure that the Autopilot is deactivated. (O) Operational procedure to verify freedom of operation of primary flight controls.
22-10-01	(M) Maintenance procedure to disconnect, cap and stow the Yaw servo connector (3P801) to deactivate the Yaw Damper.
22-10-02	(M) Maintenance procedure to ensure that the Autopilot is deactivated.
22-10-03	(O) Pilot to follow BEFORE TAKEOFF POH procedures without use of TO/GA switch. During go around and missed approach procedures, the pilot must disconnect autopilot and manually set pitch attitude without aid of flight director. The flight director must be off during go around so the pilot does not follow incorrect guidance.
22-20-00	(M) Maintenance procedure to open and collar the AUTOTHROTTLE circuit breaker. (O) Operational procedure to ensure that during engine operation the Power Lever moves smoothly and freely through its entire range of travel (Reverse, BETA, flight idle to MCP).
22-30-01	(M) Maintenance procedure to open and collar the AUTO BRAKE circuit breaker. (O) Pilot to ensure that the brakes operate properly with no indications of dragging or binding. Individual brakes should be operated independently to verify acceptable operation. Pilot to brief passengers on the unavailability of the EAL system.
22-30-02	(O) Pilot to brief passengers on the degraded functionality of EAL.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
23-30-00	(O) Each required crewmember ensures that they have access to and use an operative headset throughout the entire flight.
23-40-00	(O) Pilot to ensure an operative hand mic is in the aircraft and available for use during flight.
24-20-01	(M) Maintenance procedure to ensure the 110 AC Inverter is deactivated.
24-40-00	(O) Pilot to ensure Engine starts are only conducted in accordance with normal POH procedures ENGINE START – USING AIRPLANE BATTERY or ENGINE START (MANUAL MODE) – USING AIRPLANE BATTERY.
25-10-01, B)	(M) Maintenance procedure (if required) to ensure the seat and its associated armrest are secured in an appropriate position for flight. (O) Pilot/crewmember to verify the affected seat and its appropriate armrest are in a position that is acceptable for safe operation.
25-20-01, B)	(M) Maintenance procedure (if required) to ensure the seat and its associated armrest are secured in an appropriate position for flight.
25-60-01	(M) Maintenance procedure to ensure that the Fixed ELT is deactivated. (M) Maintenance procedure to ensure placard installed stating “ELT not installed” is placed in view of the pilot.
25-60-02	(M) Maintenance procedure to ensure that the Remote ELT Switch is deactivated.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
27-30-00	(M) Maintenance procedure to open and collar PITCH TRIM circuit breaker to disable the system. (O) Operational procedure to ensure that the elevator trim can be maneuvered through its entire range of motion (full nose up to full nose down) through use of the manual trim wheel.
28-40-02	(O) Pilot to record the total fuel on board and the Engine start time. Pilot to ensure a means of accurately calculating fuel flow is available. An acceptable means of complying with Fuel Flow determination is to utilize the fuel indication system (to determine the fuel used), and an accurate clock or timer indication. NOTE 1: The fuel flow obtained will be an average fuel flow (not instantaneous). This process should be repeated at regular intervals, and the fuel used should be compared to the applicable values in Section 5 of the POH to ensure that the engine and fuel delivery system are operating nominally. NOTE 2: Fuel quantity indications are not accurate in uncoordinated flight.
30-40-01	(O) Operational procedure to verify an operative Windshield DEFROST: a) With the engine running at IDLE power, select cabin bleed air on utilizing POH Normal procedures of: i. BLEED AIR Lever.....PUSH IN (ON) ii. BLEED AIR SELECT Switch.....NORM b) Verify the presence of cabin conditioned air aurally and/or by feeling for airflow at floor distribution outlets. If necessary, increase engine power to aid in verifying airflow. c) Select Windshield DEFROST ON (PULL OUT) and verify presence of cabin conditioned air by feeling for airflow at the windshield defrost outlet located on top of glareshield in front of pilot to confirm an operative Windshield Defrost. d) Select Windshield DEFROST OFF (PUSH IN) and verify the airflow ceases at the windshield defrost outlet.

SEQUENCE NO.	PROCEDURE
31-20-00	(O) Pilot to ensure a means for recording and retaining takeoff and landing time is located in the aircraft. Immediately prior to takeoff, the Pilot ensures the takeoff time is recorded. After landing, the Pilot ensures the landing time is recorded. The sortie flight time will be computed as the difference between the recorded landing and takeoff times and the flight time entered into a permanent log maintained for the airplane. An acceptable means of complying with the flight time determination is to utilize the Garmin Trip Statistics Flight Time (Utilities > Trip stats) provided the Start At selection is set to “In-Air”.
32-40-01	(O) Operational procedure to ensure toe brakes are verified operational and continuously applied for any ground operation where the POH calls for the PARK BRAKE to be set (PULL ON). Pilot to brief ground crew on inoperative Parking Brake to ensure alternative means of preventing aircraft movement are in place whenever an appropriately rated pilot is not seated at the controls to manually maintain brake pressure.
32-40-02	(M) Maintenance procedure to open and collar AUTO BRAKE circuit breaker to ensure system is deactivated. (O) Pilot to ensure that the brakes operate properly with no indications of dragging or binding. Individual brakes should be operated independently to verify acceptable operation.
33-10-02	(O) During operations at night, the Pilot-in-Command ensures that they have access to an appropriate portable light source (e.g. headlamp or flashlight) that suitably illuminates the cockpit area and facilitates the reading of items contained in crew’s kneeboard and/or the POH. The portable lighting source is to be tested prior to each flight to verify functionality.
34-25-05, A)	(O) Operational procedure to ensure that the Traffic Information Service (TIS) is selected to “Standby” via the GTC.
34-25-05, B)	(M) Maintenance procedure to ensure that the Traffic Alert and Collision Avoidance System (TCAS I) is deactivated and secured.
34-25-08	(O) Pilot to ensure that they have sufficiently reviewed the Minimum Safe Altitudes (MSA) along the planned route, at the destination and any alternate airports. During flight, Pilot ensures flight progress is continuously monitored with reference to the MSA along the route, especially during the descent and approach phases of flight.
34-25-09	(O) Pilot to ensure that an alternate source of current chart data (e.g. an electronic flight bag [EFB] or paper charts) is available to the flightcrew throughout the flight.

SEQUENCE NO.	PROCEDURE
34-25-10	(O) Operational procedure to ensure that the accuracy of the navigation database latitude and longitude of all fixes utilized to define the Navigation System route are verified against current aeronautical charts. Any route fixes that do not agree with current aeronautical charts will be deleted from the route or replaced with pilot defined fixes based on current aeronautical chart data. Pilot to ensure that all Navigation Facilities utilized for navigation along any portion of the route are verified to not be reported as out of service as defined by current NOTAM. Pilot to ensure that all Navigation Facilities utilized for navigation along any portion of the route are verified appropriate for usage by reference to current and appropriate aeronautical charts. Pilot to ensure that navigation radios are manually tuned for each navigation facility utilized for navigation along any portion of the route or verify the frequency of any automatically tuned navigation facility against current aeronautical charts. The audio or visual navigation facility identifier will be verified against current aeronautical charts prior to use.
34-40-01	(M) Maintenance procedure to ensure that the Weather Radar is deactivated.
34-55-03	(O) Operational procedure to determine whether the ADS-B Out functionality is required for the intended flight. If required for the intended flight, Pilot to contact Air Traffic Control (ATC) facilities having jurisdiction along the intended route to obtain permission to operate with degraded ADS-B Out capabilities. NOTE: Advise ATC facilities if the ADS-B Out is only partially affected. Functions which operate normally may be used.
34-55-03, A)	(O) Reference 34-55-03 for appropriate Operational procedure.
52-10-01	(O) Operational procedure to ensure that the aircraft is in the appropriate configuration for unpressurized operation. Reference 21-30-01 for appropriate configuration for unpressurized operation.
52-10-02	(O) Pilot to ensure alternate means of securing aircraft (e.g. locked hangar) is used when they are not present to monitor access to the aircraft.
52-70-00	(O) Pilot to visually inspect and ensure that the door retaining pins protrude out the side of the door approximately 1.00 inch when the latch mechanism is in the closed position. Pilot to then ensure that there is positive engagement between the four door retaining pins and their respective pin support tube receptacle, and that all four pin indicators are green when the cabin door is closed. Pilot then physically verifies that the door is secured by pushing outwards on both the upper and lower portions of the Cabin Door.
80-00-01	(O) Pilot to utilize “ENGINE START (MANUAL MODE) – USING AIRPLANE BATTERY” checklist to perform engine starts.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Air Distribution System					
-02	Recirculation Blowers	D	2	1	(M)(O) One may be inoperative provided inoperative blower fan is deactivated.	
		D	2	0	(M)(O) Both may be inoperative provided system is deactivated. NOTE: The Vapor Cycle Air Conditioning system is considered inoperative if both recirculation blowers are inoperative.	
-03	Air Distribution Outlets	D	6	2	Up to four (4) of the outlets may be inoperative provided there is at least one (1) operative outlet on each side (Left/Pilot and Right/Copilot) of the aircraft. NOTE: An Air Distribution outlet is only considered inoperative when it is failed closed and no air flow is provided. Air outlets that cannot be redirected or closed are not considered inoperative.	
		D	6	0	All outlets may be inoperative provided the Air Conditioning System and Recirculation Blowers remain selected OFF. NOTE: An Air Distribution outlet is only considered inoperative when it is failed closed and no air flow is provided. Air outlets that cannot be redirected or closed are not considered inoperative. (Continued)	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Air Distribution System (Continued)					
-04	Windshield Defrost	C	1	0	(O) May be inoperative provided: a) WINDSHLD HT DEFOG is verified operative, and b) Clean, dry cloth is available to the pilot to clear any windshield fogging.	
-05	Avionics Cooling Fans	D	-	0	(M) May be inoperative provided: a) The system is deactivated, b) “GIA 1 COOLING” is not displayed, c) “GIA 2 COOLING” is not displayed, d) “XPDR 1 OVER TEMP” is not displayed, and e) “XPDR 2 OVER TEMP” is not displayed. NOTE 1: SN 80 and prior (with the exception of SN 61) are equipped with two Avionics Cooling Fans (FWD and AFT). SN 61, and SN 81 and upwards are only equipped with the FWD Avionics Cooling Fan. NOTE 2: The system messages are only associated with avionics cooled by the FWD Avionics Fan.	
-30-00	Pressurization Control System					
-01	Cabin Pressurization Control System (CPCS)	C	1	0	(O) May be inoperative provided the flight is conducted unpressurized in accordance with 14 CFR.	

(Continued)

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-00	Pressurization Control System (Cont'd)					
-02	Cabin Pressurization Display	C	1	0	(O) May be inoperative provided the flight is conducted unpressurized in accordance with 14 CFR. NOTE: The Cabin Pressurization Display is considered inoperative when both the Cabin Differential Pressure (DIFF PSI) and Cabin Altitude Display (ALT FT) are inoperative.	
-03	CABIN PRESSURE DUMP Switch	C	1	0	(O) May be failed in the DUMP position provided the flight is conducted unpressurized in accordance with 14 CFR. NOTE: There is no relief for the Cabin Pressure Dump Switch failed in the CABIN PRESS position.	
-40-00	Heating System					
-01	Environmental Control – Rotary Switch	B	1	0	(O) May be inoperative provided the flight is conducted unpressurized in accordance with 14 CFR. NOTE: The Environmental Control - Rotary Switch is considered inoperative when two or more positions are inoperative.	

(Continued)

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-40-00	Heating System (Cont'd)					
-01	Environmental Control – Rotary Switch (Cont'd)					
A)	BLEED AIR SELECT – OFF	B	1	0	(O) May be inoperative provided BLEED AIR Shutoff Valve is verified operative prior to flight.	
B)	BLEED AIR SELECT – NORM	C	1	0	(O) May be inoperative provided: a) BLEED AIR SELECT – HIGH is operative and USED, and b) BLEED AIR SELECT – OFF and EMER are verified operative prior to flight.	
C)	BLEED AIR SELECT – HIGH	C	1	0	(O) May be inoperative provided: a) BLEED AIR SELECT – NORM is operative and USED, and b) BLEED AIR SELECT – OFF and EMER are verified operative prior to flight.	
D)	BLEED AIR SELECT – EMER	C	1	0	(M) May be inoperative provided: a) EMER PRESSURE circuit breaker is opened and collared, and b) The flight is conducted at 25,000 ft. MSL or below. NOTE: Automatic emergency pressurization will not be available should the cabin altitude exceed 12,000 ft.	

(Continued)

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-40-00	Heating System (Cont'd)					
-02	BLEED AIR Shutoff Valve	B	1	0	(M)(O) May be failed closed (BLEED AIR Lever Pulled Out) provided: a) BLEED AIR Lever is secured in the Pulled Out (valve closed) position, and b) Flight is conducted unpressurized in accordance with 14 CFR. NOTE: There is no relief for the BLEED AIR Shutoff Valve failed OPEN.	
-03	Emergency Bleed Air Solenoid Valve	B	1	0	(M) May be inoperative (failed closed) provided: a) System is deactivated, and b) The flight is conducted at 25,000 ft. MSL or below. NOTE 1: There is no relief for the Emergency Bleed Air Solenoid Valve failed open. NOTE 2: Automatic emergency pressurization will not be available should the cabin altitude exceed 12,000 ft.	
-50-00	Vapor Cycle Air Conditioning System	D	1	0	(M)(O) May be inoperative provided system is deactivated.	
-60-00	Temperature Control System					
-01	Auto Mode	C	1	0	(O) May be inoperative provided Manual Mode is verified operative and used.	
-02	Manual Mode	C	1	0	(O) May be inoperative provided Auto Mode is verified operative and used.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 (PL-101)	Autopilot	C	1	0	(M)(O) May be inoperative provided operations do not require its use. NOTE 1: All enhanced AFCS features and Emergency Autoland (if equipped) will be inoperative. Applicable sections of the POH should be reviewed to develop a full understanding of the aircraft's degraded capability when the Autopilot is inoperative, and item 22-30-00 is to be referenced for further instructions regarding Emergency Autoland (if equipped). NOTE 2: Flight in RVSM airspace is not permitted.	
-01	Yaw Damper	C	1	0	(M) May be inoperative provided: a) Yaw Damper is deactivated, and b) Pilot verifies primary flight controls operate freely. NOTE: YAW will be annunciated in the PFT field, but the autopilot will still be available.	
-02 (PL-093)	Autopilot Disconnect Switch (Quick Release Controls)	C	2	1	Right side may be inoperative for single pilot operations. NOTE: If the autopilot disconnect switch is failed in the pushed-in/active state, the autopilot and manual electric pitch trim will be inoperative.	
		B	2	0	(M) Both may be inoperative provided the Autopilot is deactivated.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 (PL-101)	Autopilot (Cont'd)					
-03	TO/GA Switch	C	1	0	(O) May be inoperative provided Autopilot is disconnected for go-around.	
-04	LVL Button (Autopilot Level Mode)	C	-	0	May be inoperative.	
-05	Control Wheel Steering (CWS)	C	2	0	May be inoperative provided it is not failed in the engaged position.	
-20-00 ***	Autothrottle	C	1	0	(M)(O) May be inoperative provided: a) AUTO THROTTLE circuit breaker is opened and collared, b) Pilot verifies throttle moves freely through full travel. NOTE 1: Emergency Autoland (if equipped), Emergency Descent Mode, Speed Protection (over speed and under speed) and Engine protection will be unavailable. Speed protection provided by Automated Flight Control System (AFCS) will still be available if the Autopilot is functional. NOTE 2: The Autothrottle system is to be considered inoperative if the Autothrottle Quick Disconnect Switch (AT Disconnect) is inoperative. NOTE 3: If Emergency Autoland is equipped, item 22-30-00 is to be referenced for further instructions regarding deactivation of the system.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-30-00 ***	Emergency Autoland					
-01	"EAL FAIL" System Message	D	-	-	(M)(O) Aircraft may be dispatched in this condition provided: a) Inoperative system that is required by Emergency Autoland is deactivated in accordance with its applicable proviso, b) Autobrakes system is deactivated, and c) Pilot verifies brakes operate properly. d) Passengers are appropriately briefed. NOTE: Briefing should advise passengers that Emergency Autoland will be unavailable.	
-02	"EAL Degraded" System Message	D	-	-	(O) Aircraft may be dispatched in this condition provided: a) Inoperative system resulting in the degraded condition is deactivated in accordance with its applicable proviso, b) Passengers are appropriately briefed. NOTE 1: Emergency Autoland will still be available, however, its functionality will be downgraded from a "safe landing" to a "survivable landing". NOTE 2: Briefing should advise passengers that Emergency Autoland will operate in a degraded mode and will provide a survivable landing.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 (PL-095)	Communications System (VHF)	D	2	1	COMM 2 may be inoperative provided it is not required by 14 CFR. NOTE 1: COMM 1 is powered by the Emergency Bus. NOTE 2: If aircraft is equipped with Emergency Autoland, an “EAL DEGRADED” system message will be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	
-20-00	Audio & Radios Control	D	2	1	GTC 2 audio control may be inoperative provided: a) GTC 1 is operative, and b) Intercom audio levels for required flightcrew are adequate.	
-21-00	Data Transmission and Automatic Calling	D	1	0	May be inoperative.	|
-30-00	Cockpit Speaker	C	1	0	(O) May be inoperative provided an operative Headset is available and used by each required flight crewmember.	
-40-00	Control Wheel Push To Talk Switches	D	2	1	The push to talk (PTT) switch on the copilot yoke may be inoperative provided the switch is verified failed open (non-transmitting).	
		C	2	0	(O) Both push to talk (PTT) switches may be inoperative provided: a) They are verified failed open (non-transmitting), and b) An operative hand mic is available for use on the pilot side.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-60-00	Static Wicks	C	17	13	Up to 4 static wicks may be missing or broken provided: a) 1 functional static wick is installed on the elevator trim tab, b) 1 functional static wick is installed on the rudder trim tab, c) At least 2 functional static wicks are installed on the rudder, d) At least 2 functional static wicks are installed on the right aileron, e) At least 2 functional static wicks are installed on the left aileron, and f) At least 5 functional static wicks are installed on the elevator. NOTE: Static wicks installed on a surface trim tab do not count toward the total required on the primary control surface.	

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	AC Generation					
-01	110 AC Inverter	D	1	0	(M) May be inoperative provided the system is deactivated. NOTE: All 110 AC Outlets will be inoperative.	
-02	110 AC Outlets	D	-	0	May be inoperative. NOTE: Failure of both outlets (or failure of the single outlet present on earlier serial numbers) may be due to an inoperative 110 AC Inverter. If all outlets are inoperative, deactivate the 110 AC Inverter (Reference 24-20-01).	
-30-00	DC Generation					
-02	Alternator	B	1	0	May be inoperative provided: a) Starter/Generator is operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Flight is not conducted under 14 CFR Part 135.	
-40-00	External Power	D	1	0	(O) May be inoperative.	
-60-00	USB Ports	D	-	0	May be inoperative.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Flight Compartment					
-01	Cockpit Seat					
A)	Seatbelt/Shoulder Harness	C	2	1	Right side seat belt may be inoperative provided seat is blocked and placarded “DO NOT OCCUPY”.	
B)	Cockpit Seat Adjustment and Armrest	C	-	0	(M)(O) May be inoperative and Seat occupied provided affected seat: a) Is stable, b) Provides appropriate visibility, c) Provides unrestricted access to and movement of all controls, and d) Provides for unrestricted egress from the cockpit. NOTE: If the copilot seat is not occupied by a required crewmember (occupied by a passenger), only proviso a) and d) are applicable.	
-20-00	Passenger Compartment					
-01 (PL-079)	Cabin Seat(s)	D	4	0	May be inoperative provided a) Seat does not restrict any access to the emergency route, egress route, or aisle, and b) Affected seat(s) is blocked and placarded “DO NOT OCCUPY”.	
A)	Seat Belt/Shoulder Harness	D	4	0	May be inoperative provided affected seat(s) are blocked and placarded “DO NOT OCCUPY”.	

(Continued)

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passenger Compartment (Cont'd)					
-01 (PL-079)	Cabin Seat(s) (Cont'd)					
B)	Cabin Seat Adjustment and Armrest	D	-	0	(M) May be inoperative and Seat occupied provided affected seat: a) Is secured in full UPRIGHT position, and b) Does not restrict access to the emergency exit, egress route or aisle.	
-02 ***	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
-50-00	Cargo Compartments					
-01 (PL-100)	Cargo Restraint Systems	A	-	-	May be inoperative or missing provided: a) Cargo Compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-60-00 (PL-120)	Emergency Locator Transmitter (ELT)					
-01	Fixed ELTs	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	|

(Continued)

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-00 (PL-120)	Emergency Locator Transmitter (ELT) (Cont'd)					
-01	Fixed ELTs (Cont'd)					
		A	1	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of pilot, and b) Repairs are made within 90 consecutive calendar-days.	|
-02	Remote ELT switch (Cockpit)	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 ***	Fire Detection System	D	-	0	May be inoperative provided the “FIRE DETECT FAIL” CAS is operative.	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-30-00	Electric Elevator Trim System	C	1	0	(M)(O) May be inoperative provided: a) PITCH TRIM circuit breaker is opened and collared, and b) Manual Trim is verified to be operative and can be adjusted normally throughout the entire trim range. NOTE: Autopilot and Emergency Autoland (if equipped) will be inoperative [“EAL FAIL” system message]. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Fuel Flow Indicator	C	1	0	(O) May be inoperative provided: a) Both Fuel Quantity Indications are operative, and b) A reliable means is established to keep track of fuel flow.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Airfoil Surface Deicing System (Wing, Vertical and Horizontal Stabilizer) Boot Inflation and Horizontal Tail Heater Functions	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	| | |
-20-00	Stall Vane Heat	C	1	0	May be inoperative provided aircraft is not operated into known or forecast icing conditions.	
-30-00	Pitot Heaters	C	2	1	Right side may be inoperative provided: a) Aircraft is not operated into known or forecast icing conditions, b) Flight is not conducted in visible moisture, and c) Pitot Heater is not required by 14 CFR. NOTE: “R PITOT HT FAIL” caution CAS message will be displayed when Pitot Heat is switched ON.	
-40-00	Windows and Windshields					
-01	Windshield HT DEFOG	C	1	0	(O) May be inoperative provided: a) Windshield Defrost is operative, and b) Clean, dry cloth is available to the pilot to clear any windshield fogging.	
-02	Windshield HT ANTI - ICE	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-60-00	Propeller De-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Electric Digital Clock with Seconds Readout	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-00 ***	Flight Hour Recorder	D	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Parking Brake	C	1	0	(O) May be inoperative provided: a) The system is failed with the valve in the open position, and b) Alternate procedures for preventing aircraft movement are established and used.	
-40-02 ***	Autobrakes	C	2	0	(M)(O) May be inoperative provided the Pilot verifies the brakes operate properly. NOTE: An “EAL DEGRADED” System message and EXT1 and/or EXT2 annunciation on the PFD will be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland.	
-40-03 ***	Wheel Speed Sensors	D	2	0	May be inoperative. NOTE: An “EAL DEGRADED” System message will be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Flight Compartment					
-01 (PL-077)	Cockpit/Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
-02	Cockpit Dome Light(s)	D	2	1	Right side may be inoperative.	
		D	2	0	(O) Both may be inoperative provided an alternate means of lighting is available to the flightcrew when operating at night.	
-20-00	Passenger Compartment Lights	D	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Exterior					
-01	NAV Lights (Position Lights)	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise. NOTE: A NAV Light (Position Light) is considered inoperative when a single LED is failed.	
-02	Taxi/Recognition Lights	C	4	0	May be inoperative provided the aircraft is not operated at night. NOTE 1: The Taxi/Recognition lights consist of a light mounted on the inboard end of each wing tip, and a light mounted on each main gear strut. The lights on each main gear strut also function as the landing lights, and can be operated independently using the Landing Light Switch. The strut mounted lights (Landing Lights) will be ON if the Taxi/Recognition Lights are ON, irrespective of the Landing Light switch position (ON or OFF). Independent control of the strut mounted (Landing Lights) through the Landing Light switch is only possible when the Taxi/ Recognition Lights are OFF. NOTE 2: A Taxi/Recognition light is considered inoperative when a single LED is failed.	
A)	Pulse Light Function	C	1	0	May be inoperative.	
-03	Landing Light	C	-	0	May be inoperative provided the aircraft is not operated at night.	
-04 (PL-072)	Wing Ice Light	C	1	0	May be inoperative provided aircraft is not operated at in known or forecast icing conditions at night.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-00 (PL-111)	Standby Flight Instrument					
-01	Standby Attitude Indicator	C	1	0	May be inoperative provided it is not required by 14 CFR.	
		B	1	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.	
-02	Standby Airspeed Indicator	C	1	0	May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions.	
-03	Standby Altimeter	C	1	0	May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions.	
-04	Standby Heading Indicator	C	1	0	May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions.	
-25-00	Integrated Avionics System					
-01	Primary Flight Display	C	2	1	Right side PFD may be inoperative provided aircraft is not operated IFR or in known or forecast icing conditions. NOTE: Traffic System and Weather Radar will be inoperative. (Continued)	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-00	Integrated Avionics System (Cont'd)					
-02	Attitude Heading Reference Systems (AHRS)	C	2	1	Either primary Attitude and Heading Reference System may be inoperative provided aircraft is not operated IFR or in known or forecast icing conditions. NOTE 1: Autopilot system and Emergency Autoland (if equipped) will not be available ["EAL FAIL" system message]. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped). NOTE 2: A white HDG, PIT and ROL will be annunciated on the PFD.	
-03	Primary Air Data Computers	C	2	1	Either primary Air Data Computer may be inoperative provided aircraft is not operated IFR or in known or forecast icing conditions. NOTE: A white IAS and ALT will be annunciated on the PFD.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-00	Integrated Avionics System (Cont'd)					
-04	Multi-Function Display (MFD)	C	1	0	May be inoperative provided the aircraft is not operated IFR or in known or forecast icing conditions. NOTE: Garmin Datalink – SiriusXM will not be available.	
-05 (PL-032)	Traffic Information Systems				NOTE: Only one system will be available on the aircraft.	
A) ***	Traffic Information Service (TIS)	C	1	0	(O) May be inoperative provided system is deactivated.	
B) ***	Traffic Alert and Collision Avoidance System (TCAS I)	C	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-06	Heading Select Bug	C	1	0	May be inoperative provided the flight director heading (HDG) mode is not used. NOTE: A heading select field displaying an "X" or heading bug position that is non-responsive to input from the heading select knob is considered failed.	
-07 (PL-039)	Altitude Alerting	C	1	0	May be inoperative provided enroute operations, i.e. RVSM, do not require its use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-00	Integrated Avionics System (Cont'd)					
-08 *** (PL-054)	Terrain Awareness and Warning System (TAWS)				(O) May be inoperative provided alternate procedures are established and used.	
1)	Class B TAWS Equipment	C	1	0		
a)	Modes 1 & 3	C	2	0		
b)	Test Mode	C	1	0		
c)	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callouts	C	-	0		
e)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	C	2	0		
f)	Terrain Displays	C	-	0		
g)	Runway Awareness & Advisory System (RAAS) -Garmin SurfaceWatch™	C	1	0	NOTE: Emergency Autoland (if equipped) will be inoperative ["EAL FAIL" system message] if the Terrain Awareness System does not have a valid database. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	

(Continued)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-00	Integrated Avionics System (Cont'd)					
-09	Electronic IAP Charts (Jeppesen Chartview, SafeTaxi or Garmin Flight Charts)	D	-	0	(O) May be inoperative provided an alternate source of current chart data is available to the flightcrew.	
-10 (PL-098)	Flight Management System Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE 1: An out-of-currency (out-of-date) navigation database is not authorized MMEL relief Per 14 CFR. NOTE 2: Loss of Navigation Database results in an "EAL FAIL" (if equipped) system message being displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-40-00	Independent Position Determining					
-01	Onboard Weather Radar	D	1	0	(M) May be inoperative provided: a) The system is deactivated, and b) System is not required by 14 CFR.	
-02 ***	Stormscope	D	1	0	May be inoperative provided operations do not require it use. NOTE: Other means of information should be utilized for weather avoidance.	
-03 ***	Radar Altimeter	D	1	0	May be inoperative provided “RA FAIL” PFD annunciation is operative. NOTE: Loss of Radar Altimeter results in an “EAL DEGRADED” (if equipped) system message to be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	
-55-00	Dependent Position Determining					
-01	Navigation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Loss of GPS will result in an “EAL FAIL” (if equipped) system message to be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	

(Continued)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-55-00	Dependent Position Determining (Cont'd)					
-02 (PL-076)	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: Loss of all transponder capability will result in an "EAL DEGRADED" (if equipped) system message to be displayed. Reference item 22-30-00 for further instructions regarding Emergency Autoland (if equipped).	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
-03 (PL-105) ***	ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-55-00	Dependent Position Determining (Cont'd)					
-03 (PL-105)	ADS-B System (In and Out) (Cont'd)					
A) ***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
B) ***	ADS-B In	D	-	0	May be inoperative provided operations do not require its use. NOTE 1: Traffic will be unavailable. NOTE 2: FIS-B may be unavailable. NOTE 3: Any ADS-B function that operates normally may be used.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Crew Oxygen System					
-02	Crew Oxygen Mask (Fixed Oxygen Generator System)	C	2	0	May be inoperative provided: a) System and associated masks are placarded “INOPERATIVE”, and b) Copilot Seat is blocked and placarded “DO NOT OCCUPY”.	
		C	2	0	As required by 14 CFR.	
-20-00	Passenger Oxygen Mask	C	4	0	May be inoperative provided: a) The passenger seat(s) are blocked and placarded “DO NOT OCCUPY”, and b) The oxygen mask is removed or placarded “INOPERATIVE”.	
		C	4	0	As required by 14 CFR.	

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Main Cabin Door					
-01	Main Cabin Door Seal	A	1	0	(O) May be inoperative provided: a) Door seal does not interfere with door operation, b) Flight is conducted unpressurized in accordance with 14 CFR, and c) Repairs are made within 10 calendar-days. NOTE: Operating in rain and storing the aircraft outside should be avoided when the door seal is inoperative, as there is a potential for water to be ingested into the cabin.	
-02	Cabin Door Key Lock	D	1	0	(O) Main cabin door key lock may be inoperative provided: a) The lock is verified in the unlocked position, and b) An alternate means of securing the aircraft is used.	
-03	Lower Door Step Linkage	D	1	0	May be inoperative provided: a) Flightcrew verifies each step is properly positioned prior to passenger ingress or egress, and b) Linkage is verified to not interfere with door operation.	
-70-00	Cabin Door Ajar Warning System	B	1	0	(O) May be inoperative provided: a) Pilot confirms by visual inspection that Cabin Entrance Door is latched and SECURED in CLOSED position, b) Door is not reopened again prior to departure, and c) Passengers are briefed prior to departure to remain seated with Seat Belts fastened.	

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TABLE KEY

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Auto Start Mode	C	1	0	(O) May be inoperative provided pilot follows POH procedure for manual mode engine starts.	