



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

Master Minimum Equipment List (MMEL)

Revision: 6
Date: XX/XX/XXXX

Pilatus Aircraft Ltd. PC-12

Approved by the Aircraft Evaluation Division
Federal Aviation Administration
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| 77 | Engine Indicating | 77-1 | 4 | 12/27/2022 |
| 79 | Engine Oil | 79-1 | 3 | 10/23/2017 |
| 80 | Starting | 80-1 | 1 | 04/16/2002 |

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LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|----------|------------|---|
| Original | 05/04/1998 | ORIGINAL ISSUE |
| 0a | 09/14/2000 | Highlights of Change, Definitions, 33-2. |
| 1 | 04/16/2002 | Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-2, 52-1, 56-1, 77-1, 70-1, 80-1. |
| 2 | 10/02/2006 | Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-1, 52-1. |
| 2a | 02/02/2011 | Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 52-1. |
| 2b | 02/18/2014 | Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 21-2. |
| 2c | 07/07/2017 | Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (M) and (O) Procedures, 23-2, 23-3, 23-4, 25-1, 25-2, 25-4, 30-1, 32-1, 33-1, 33-2, 34-3, 34-6, 34-10, 35-1. |
| 3 | 10/23/2017 | Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 23-2, 23-4, 24-1, 32-1, 33-1, 33-2, 34-7, 34-8, 34-10, 77-1, 79-1. |
| 4 | 12/27/2022 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-1 thru 3, 22-1, 23-1 thru 2, 23-4 thru 5, 24-1 thru 2, 25-3 thru 5, 25-7 thru 9, 26-1, 27-1, 28-1, 30-1, 31-1 thru 2, 32-1, 33-1 thru 2, 34-3, 34-8 thru 14, 35-1 thru 2, 52-1, 77-1. |
| 5 | 06/26/2025 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 3, 22-1 thru 2, 23-1 thru 6, 24-1 thru 2, 25-1 thru 9, 27-1, 28-1, 30-1, 31-1 thru 2, 33-1 thru 2, 34-1 thru 5, 34-7 thru 11, 35-1, 52-1, 56-1. |
| 6 | XX/XX/XXXX | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 23-3 thru 4, 30-1 thru 2, 31-2. |

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| U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | MASTER MINIMUM EQUIPMENT LIST |
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| AIRCRAFT: PC-12 | HIGHLIGHTS OF CHANGE |

The following changes are the Highlights of Changes for **Revision 6**.

| PAGE NO. | EXPLANATION OF CHANGE |
|----------|--|
| GENERAL | Minor editorial corrections, formatting and numbering changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion. |
| 30-1 | Item 30-5: Updated provisos wording for consistency in this section. |
| 30-2 | Item 30-6: Updated item title; updated number installed; updated number required for dispatch; and updated provisos. Item 30-7: Added Angle of Attack Sensor Heating. |

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| AIRCRAFT: PC-12 | | DEFINITIONS |

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

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| AIRCRAFT: PC-12 | | 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 Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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| AIRCRAFT: PC-12 | GUIDELINES FOR (M) AND (O) PROCEDURES |

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

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 21-1 | (O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 ft. MSL, ambient conditions allow safe cockpit/cabin temperature, and the ACS/ECS Emergency Shut Off Lever is PULLED. |
| 21-2 | (O) Operational procedure to ensure flight is conducted unpressurized. |
| 21-3 | (M) Maintenance procedure to ensure the Safety Valve is secured OPEN. |
| 21-4 | (M) Maintenance procedure to ensure the Outflow Valve is secured OPEN. |
| 21-10 | (M) Maintenance procedure to ensure the VCCS is deactivated. |
| 21-17 | (M) Maintenance procedure to ensure that the VCCS is deactivated. (O) Operational procedure to ensure ECS EMERGENCY SHUT OFF LEVER is pulled and to ensure flight is conducted unpressurized. |
| 21-18 | (M) Maintenance procedure to ensure the Underfloor Heating System is operative. |
| 22-1 | (M) Maintenance procedure to deactivate the autopilot. (O) Operations procedure to ensure the flight is conducted under VFR for single pilot operations. |
| 22-6 | (M) Maintenance procedure to deactivate the mode controller. (O) Operations procedure to ensure the flight is conducted under VFR for single pilot operations. |
| 22-8 | (O) Operations procedure to the flight is conducted under VFR for single pilot operations. |
| 22-9 | (O) Operations procedure to ensure the yaw damper is verified to be off, autopilot is not used, and autopilot disconnect functions (Quick release controls) are operative prior to flight. |
| 22-10 | (O) Operations procedure to ensure the flight is conducted under VFR for single pilot operations. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 23-8 | (O) Operations procedure to brief passengers via alternate means. |
| 23-10 | (O) Operations procedure to ensure SATVOICE system operates normally and services are available as a LRCS over the intended route of flight. |
| 23-13 | (O) Operations procedure to establish and use when SELCAL is inoperative. |
| 23-13-a | (O) Operations procedure to establish and use when SELCAL is inoperative. |
| 24-1 | (O) Operations procedure to confirm both Inverters are operative prior to takeoff. |
| 24-5 | (M) Maintenance procedure to ensure "BAT 1" and both Generators operate normally. |
| 25-2-a | (M) Maintenance procedure to secure seat in the taxi, takeoff, and landing (TTL) position. |
| 25-2-b | (O) Operations procedure to ensure seat is placarded and baggage is not stowed beneath it. |
| 25-2-c-i | (M) Maintenance procedure to secure seat in the taxi, takeoff, and landing (TTL) position. |
| 25-4-b | (M) Maintenance procedure to deactivate ELTs and install a placard. |
| 25-4-c | (M) Maintenance procedure to deactivate ELT switch. |
| 25-8 | (M) Maintenance procedure to secure pilot seat vertical adjustment. |
| 25-9 | (M) Maintenance procedure to secure pilot seat horizontal adjustment. |
| 25-10 | (M) Maintenance procedure to secure the affected Storage Compartment CLOSED. (O) Operations procedure to ensure affected component is not used. |
| 27-1 | (O) Operations procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position. |
| 27-2 | (O) Operations procedure to verify the Triple Trim Indicator operates normally and the Stab Pointer is visually checked prior to each takeoff. |
| 27-3 | (M) Maintenance procedure to set trim tab to Neutral. (O) Operations procedure to disconnect the autopilot to detect a fuel imbalance. |
| 27-4 | (O) Operations procedure to verify Flight Control Trim Tabs operate normally and are checked for proper position prior to each takeoff. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|---|
| 27-5 | (O) Operations procedure to visually verify stabilizer trim is set for take-off. |
| 28-1 | (O) Operations procedure to disconnect the autopilot to detect a fuel imbalance. |
| 30-3 | (M) Maintenance procedure to secure separator in the OPEN position and to ensure the Switch is "ON". |
| 30-5 | (O) Operations procedure to verify operation of static port heater. |
| 30-6 | (M) Maintenance procedure to verify one Heating Zone on left-hand Windshield is operative. |
| 31-1 | (O) Operations procedure to determine and identify an accurate timepiece. |
| 31-2 | (O) Operations procedure to log time via alternate means. |
| 32-1 | (O) Operations procedure to prevent aircraft movement. |
| 32-2 | (M) May be inoperative provided the left-hand and right-hand antilock brake systems are deactivated, brake fluid reservoir is verified within normal range, and the associated system has no leaks. (O) Normal brake operation is verified prior to takeoff. |
| 33-8 | (O) Operations procedure to ensure adequate light is available. |
| 33-9 | (O) Operations procedure to brief passengers prior to takeoff and landing. |
| 34-15 | (O) Operations procedures to ensure the Altitude Hold is operative and repairs are made within 3 flight-days. |
| 34-18 | (O) Operations procedure to ensure any combination of Gyro or INS (IRU) System operations allowed in the proviso relief are verified to be functioning normally. |
| 34-19 | (O) Operations procedure to establish and use alternate procedures. |
| 34-20 | (O) Operations procedure to establish and use alternate procedures. |
| 34-21 | (M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure enroute or approach procedures do not require its use. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 34-22 | (M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure TCAS is not required by 14 CFR, system is deactivated and secured, and enroute or approach procedures do not require its use. |
| 34-22-b | (O) Operations procedure to ensure enroute or approach procedures do not require its use. |
| 34-22-c | (O) Operations procedures to ensure RA visual display and audio function are operative and enroute and approach procedures do not require its use. |
| 34-23 | (O) Operations procedure to ensure requirements are met for flight without FMS. |
| 34-23-a | (O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight. |
| 34-24-a | (O) Operations procedure to establish and use alternate procedure. |
| 34-24-a-1 | (O) Operations procedure to establish and use alternate procedure. |
| 34-24-a-2 | (O) Operations procedure to ensure pilot(s) consider GPS inoperative. |
| 34-24-a-4 | (O) Operations procedure to establish and use alternate procedure. |
| 34-24-a-5 | (O) Operations procedure to establish and use alternate procedure. |
| 34-24-b | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-a | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-a-1 | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-a-4 | (O) Operations procedure to establish and use alternate procedure. |
| 34-25-a-5 | (O) Operations procedure to establish and use alternate procedure. |
| 34-26 | (O) Operations procedure to establish and use alternate procedure. |
| 34-27 | (O) Operations procedure to obtain ATC authorization prior to flight. |
| 34-28 | (O) Operations procedure to obtain ATC authorization prior to flight. |
| 34-29 | (O) Operations procedure to obtain ATC authorization prior to flight. |
| 34-30 | (O) Operations procedure to ensure alternate procedures are used. |
| 34-33 | (M) Maintenance procedure to deactivate and secure the TAS. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------|--|
| 35-4-a | (O) Operations procedure to ensure oxygen supply is at or above the minimum required. |
| 35-5 | (O) Operations procedure to ensure flight is conducted at or below 10,000 ft. MSL and passengers are briefed. |
| 38-1 | (M) Maintenance procedure to verify system components do not have any leaks. |
| 52-1 | (O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure. |
| 52-2 | (O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure. |
| 52-7 | (M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position. |
| 79-1 | (O) Operations procedure to visually check oil quantity prior to flight. |
| 80-1 | (O) Operations procedure for an alternate method of starting. |

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TABLE KEY

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

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 1. | Environmental Control System (ECS) | C | 1 | 0 | (O) May be inoperative provided: | |
| | | | | | a) Flight is conducted unpressurized, | |
| | | | | | b) Flight is conducted at or below 10,000 ft. MSL, | |
| | | | | | c) Ambient conditions allow acceptable cockpit/cabin temperatures, and | |
| | | | | | d) ECS EMERGENCY SHUTOFF LEVER is pulled. | |
| a) | Fresh Air Ventilation Outlets | C | - | 1 | Any in excess of one may be inoperative provided the supply of fresh air is acceptable to the flightcrew. | |
| 2. | Emergency Dump Function | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized. | |
| 3. | Safety Valve | C | 1 | 0 | (M) May be inoperative provided: | |
| | | | | | a) Aircraft remains unpressurized, and | |
| | | | | | b) Safety Valve and/or Outflow Valve remains OPEN. | |
| 4. | Outflow Valve | C | 1 | 0 | (M) May be inoperative provided: | |
| | | | | | a) Aircraft remains unpressurized, and | |
| | | | | | b) Outflow Valve remains OPEN. | |
| 5. | Outflow Valve Controller | C | 1 | 0 | May be inoperative provided flight is conducted unpressurized. | |
| 6. | Cabin Differential Pressure Gauge | C | 1 | 0 | May be inoperative provided flight is conducted unpressurized. | |
| 7. | Cabin Altitude Warning System (CAWS) | C | 1 | 0 | May be inoperative provided flight is conducted at or below 10,000 ft. MSL. | |
| 8. | Temperature Control System (Auto Mode) | C | 1 | 0 | May be inoperative provided Temperature Control System Manual Mode is operative. | |

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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 |
|--------------|--|---|---|---|--|------------|
| 9. | Temperature Control System (Manual Mode) | C | 1 | 0 | May be inoperative provided Temperature Control System Auto Mode is operative. | |
| 10. *** | Vapor Cycle Cooling System (VCCS) | D | 1 | 0 | (M) May be inoperative provided VCCS is deactivated. | |
| 11. | Cabin Temperature Indicator | C | 1 | 0 | May be inoperative. | |
| 12. | Auxiliary Electric Cabin Heat System | C | 1 | 0 | May be inoperative. | |
| 13. | Cabin Altitude Indicator | C | 1 | 0 | May be inoperative provided flight is conducted unpressurized. | |
| 14. | Cabin Altitude Warning System | C | 1 | 0 | May be inoperative provided flight is conducted at or below 10,000 ft. MSL. | |
| 15. | Cabin Vertical Speed Indicator | C | 1 | 0 | May be inoperative provided: a) Automatic Cabin Pressure Control System is operative, and b) Cabin Altimeter is operative. | |
| | | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 ft. MSL. | |
| 16. | CAB PRESS Annunciator | C | 1 | 0 | May be inoperative provided flight is conducted at or below 10,000 ft. MSL. | |
| 17. | ECS Annunciator (CAWS) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) ECS EMERGENCY SHUT OFF LEVER is pulled, and c) Flight is conducted at or below 10,000 ft. MSL. | |
| 18. *** | COOL Annunciator | C | 1 | 0 | (M) May be inoperative provided VCCS is deactivated. | |

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| | |
|----------------------------|--|
| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 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 |
|--------------|--|---|---|---|--|------------|
| 19. | Auxiliary Electric Heat System | C | 2 | 0 | (M) May be inoperative provided Underfloor Heat System is operative. | |
| 20. *** | Auxiliary Electric Battery Heater System | C | 1 | 0 | May be inoperative. | |
| 21. *** | Auxiliary Electric Engine Heater System | C | 1 | 0 | May be inoperative. | |
| 22. *** | Electric Foot Warmer System | C | 1 | 0 | May be inoperative. | |
| 23. | ECS Ground Mode Function | D | 1 | 0 | May be inoperative. | |

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| | |
|----------------------------|--|
| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|---|------------|
| 1. | Autopilot | C | 1 | 0 | (M)(O) May be inoperative provided: a) Autopilot is deactivated, b) AFM limitations are observed, c) Operations do not depend on its use, and d) Flight is conducted under VFR for single pilot operations. NOTE: Yaw damper will be inoperative after autopilot deactivation. | |
| 2. | Autopilot Disconnect | C | 2 | 1 | May be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require use of autopilot. | |
| | | B | 2 | 0 | May be inoperative provided autopilot is not used. | |
| 3. | A/P DISENG Annunciator (CAWS) | C | 1 | - | May be inoperative provided autopilot is not used. | |
| 4. | A/P TRIM Annunciator (CAWS) | C | 1 | - | May be inoperative provided autopilot is not used. | |
| 5. | Yaw Damper | C | 1 | 0 | May be inoperative provided autopilot is not used. | |
| 6. | Mode Controller | B | 1 | 0 | (M)(O) May be inoperative provided: a) Mode Controller is deactivated, b) AFM limitations are observed, c) Operations do not depend on its use, and d) Flight is conducted under VFR for single pilot operations. | |

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TABLE KEY

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

22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|---|------------|
| 7. | AP Button | C | 1 | 0 | May be inoperative provided autopilot is considered inoperative (refer to 22-1). | |
| 8. | FD Button | B | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted under VFR for single pilot operations, b) AFM limitations are observed and, c) Operations do not depend on its use. | |
| 9. | YD Button | C | 1 | 0 | (O) May be inoperative provided: a) Yaw damper is verified to be off. b) Autopilot is not used, and c) Autopilot disconnect functions – Quick release controls are operative. | |
| 10. | Control Wheel Steering (CWS) Switch | C | 2 | 1 | Right hand side may be inoperative in open (inactive) position. | |
| | | C | 2 | 0 | (O) May be inoperative provided: a) Flight director and autopilot are not used, b) AFM limitations are observed, c) Operations do not depend on flight director or autopilot use, and d) Flight is conducted under VFR for single pilot operations. | |

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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 |
|--------------|---|---|---|---|--|------------|
| 1. | Communications Systems (VHF And UHF) | D | - | - | Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the aircraft emergency power systems and not required for emergency procedures. | |
| 2. | Cockpit Speakers | C | 2 | - | May be inoperative provided: <ol style="list-style-type: none"> a) One headset is operative and used by each flight crewmember, and b) A spare operative headset is readily available in the flightcrew compartment. | |
| 3. | Audio Amplifiers | | | | | |
| | a) Normal System | B | 1 | 0 | May be inoperative provided Alternate System is operative. | |
| | b) Alternate System | B | 1 | 0 | May be inoperative provided Normal System is operative. | |
| 4. | Voice Activated Interphone System | C | 1 | 0 | May be inoperative. | |
| 5. | Flight Deck Headsets Earphones/Headphones and Boom Microphones | | | | | |
| | 5A (Holder of management specifications, air carrier, or commercial operator certificate) | | | | | |
| | a) Headset Boom Microphones | A | - | 0 | May be inoperative provided: <ol style="list-style-type: none"> a) Associated hand microphone is installed and operates normally, and b) Repars are made within three flight days. | |
| | | D | - | - | Any in excess of those required by regulation may be inoperative. | |

(Continued)

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 5. | Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd) | | | | | |
| 5A | (Holder of management specifications, air carrier, or commercial operator certificate) (Cont'd) | | | | | |
| b) | Headset Earphones/ Headphones | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. | |
| | | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| c) | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |
| 5B | (Operator other than a holder of management specifications, air carrier, or commercial operator certificate) | | | | | |
| a) | Headset Boom Microphones | A | - | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations. | |
| | | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| b) | Headset Earphones/ Headphones | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. | |
| | | | | | (Continued) | |

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| | |
|--------------------|--|
| AIRCRAFT: PC-12 | 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 |
|--------------|--|---|---|---|---|------------|
| 5. | Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd) | | | | | |
| 5B | (Operator other than a holder of management specifications, air carrier, or commercial operator certificate) (Cont'd) | | | | | |
| c) | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |
| 6. | Control Yoke Press to Talk Switches | C | 2 | 0 | May be inoperative provided Hand Mic on affected side is operative. | |
| 7. | Static Discharger Wicks | | | | | |
| a) | (SN 100-180 without SB 23-001) | C | - | 0 | May be inoperative provided no communication equipment is required for the flight, otherwise: | |
| 1) | Left Winglet | C | 3 | 2 | One other than the outermost discharger on the left winglet may be inoperative or missing. | |
| 2) | Right Winglet | C | 3 | 2 | One other than the outermost discharger on the right winglet may be inoperative or missing. | |
| (Continued) | | | | | | |

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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 |
|--------------|--|---|---|---|--|------------|
| 7. | Static Discharger Wicks (Cont'd) | | | | | |
| a) | (SN 100-180 without SB 23-001) (Cont'd) | | | | | |
| 3) | Rudder | C | 4 | 3 | One other than the uppermost discharger on the rudder may be inoperative or missing. | |
| 4) | Left Elevator | C | 3 | 2 | One other than the outermost discharger on the left elevator may be inoperative or missing. | |
| 5) | Right Elevator | C | 3 | 2 | One other than the outermost discharger on right elevator may be inoperative or missing. | |
| | | | | | NOTE: No more than two of the provisos may be applied at any time. | |
| b) | (SN 181 and up and SN 100-180 with SB23-001) | C | - | 0 | All may be inoperative or missing provided no communication equipment is required for the flight, otherwise: | |
| 1) | Left Winglet | C | 2 | 1 | One may be inoperative or missing. | |
| 2) | Right Winglet | C | 2 | 1 | One may be inoperative or missing. | |
| 3) | Rudder | C | 3 | 1 | One or two may be inoperative or missing. | |
| 4) | Left Elevator | C | 2 | 1 | One may be inoperative or missing. | |
| 5) | Right Elevator | C | 2 | 1 | One may be inoperative or missing. | |
| | | | | | NOTE: No more than two of the provisos may be applied at any time. | |

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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 |
|--------------|--|---|---|---|---|------------|
| 8. | Passenger Address System (PA) | | | | | |
| a) | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. | |
| | | | | | NOTE: Any station function(s) that operates normally may be used. | |
| b) | Cargo Configuration (Courier/Authorized Persons Address System) | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. | |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 9. *** | Cockpit Voice Recorder (CVR) | | | | | |
| a) | With Flight Data Recorder (FDR) Installed | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. | |
| b) | Without Flight Data Recorder (FDR) Installed | A | 1 | 0 | May be inoperative provided repairs are made within 3 flight-days. | |
| c) | Cockpit Voice Recorder (CVR) Installed for an operator other than a holder of management specifications, air carrier, or commercial operator certificate | A | 1 | 0 | May be inoperative provided repairs are made in accordance with applicable regulations. | |

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 10. | High Frequency (HF) Communication System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) ICAO Flight Plan is updated (as required) to notify ATC of the communication equipment status of the aircraft, and d) Alternate procedures are established and used. | |
| 11. | Hand Microphones | D | 2 | - | Any in excess of those required by regulation may be inoperative. | |
| | | C | - | 0 | May be inoperative provided associated boom microphone operates normally. | |
| 12. | Oxygen Mask Microphones | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 13. *** | Selective Call Systems (SELCAL) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| | a) Channels | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 14. | Datalink | D | - | 0 | May be inoperative provided procedures do not require its use. | |

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| AIRCRAFT: PC-12 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------|---|---|---|---|------------|
| 1. | INVERTER Annunciation | C | 1 | 0 | (O) May be inoperative for VMC provided both Inverters are verified to be operative prior to each takeoff. NOTE: Monitor RMI Flag or Yaw Rate Sensor for indication of Inverter failure. | |
| 2. *** | Emergency Power System (EPS) | C | 1 | 0 | May be inoperative except for 14 CFR 135 IFR passenger carrying operations. | |
| 3. | Generator | C | 2 | 1 | Generator 2 may be inoperative provided: a) Flight is conducted VFR, b) Flight is not conducted in known or forecast icing conditions, and c) Operations do not require its use. | |
| 4. *** | Battery 2 | C | 1 | 0 | (O) May be inoperative provided: a) Battery 1 is operative, b) Both generators are operative, and c) It is not required by 14 CFR. | |

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| AIRCRAFT: PC-12 | 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 |
|--------------|-----------------------|---|---|---|--|------------|
| 5. | 26 Volt AC Inverters | B | 2 | 1 | One may be inoperative provided autopilot is not required by 14 CFR. NOTE 1: Autopilot may be used. NOTE 2: Autopilot is required for operation in RVSM airspace (both 26 Volt Inverters must be operative). | |
| 6. | External Power System | D | 1 | 0 | May be inoperative. | |

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Cockpit Shoulder Harness | C | - | - | Right side may be inoperative provided Seat is not occupied. | |
| 2. | Passengers Seats (Includes all Configurations and Locations) | D | - | - | May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> | |
| a) | Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical) | D | - | - | (M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position. | |
| | | D | - | - | May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position. | |
| b) | Under Seat Baggage Restraining System | C | - | - | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and c) Procedures are established to alert Cabin Crew of inoperative restraining system. | |
| (Continued) | | | | | | |

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1. REPAIR CATEGORY
2. NO. INSTALLED
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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 2. | Passenger Seats (Cont'd) | | | | | |
| | c) Armrests | | | | | |
| | 1) With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | D | - | - | (M) May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position. | |
| | 2) Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls | D | - | - | May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle. | |
| 3. | Non-Essential Equipment and Furnishings (NEF) | - | - | 0 | May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not considered NEF items. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|--|------------|
| 4. | Emergency Locator Transmitter (ELT) | | | | | |
| a) *** | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| b) *** | Fixed ELTs | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days. | |
| | | A | - | 0 | (M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided the system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be missing. | |
| c) *** | Remote ELT Switch | D | - | 0 | (M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode. | |
| d) *** | ELT Indicator Light | D | - | 0 | May be inoperative. | |
| e) *** | ELT Aural Alarm | D | - | 0 | May be inoperative. | |

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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 5. | Flotation Equipment | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 6. *** | First Aid Kit (FAK) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete or removed. | |
| | | | | | NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | |
| a) *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight. | |
| 7. *** | Emergency Medical Kit (EMK) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete or removed. | |
| | | | | | NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | |
| a) *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight. | |

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|----------------------------|--|
| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------------|---|---|---|---|---------------|
| 8. | Pilot Seat Vertical Adjustment | C | 2 | 0 | <p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Affected seat is secured or locked. b) Position is acceptable to the flight crew member, and c) Seat position when the seat is used allows a full travel of the flight controls. <p>NOTE: No additional cushion(s) acceptable.</p> | |
| 9. | Pilot Seat Fore and Aft Adjustment | C | 2 | 0 | <p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Affected seat is secured and locked. b) Position is acceptable to the flight crew member, and c) Seat position when the seat is used allows a full travel of the flight controls. <p>NOTE: No additional cushion(s) acceptable. Rudder pedal adjustment must be operative.</p> | |

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|----------------------------|--|
| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 10. | Storage Bins/ Cabin, Galley and Lavatory Storage Compartments/Closets | C | - | - | (M) May be inoperative provided: <ol style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment, or closet in closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any Emergency Equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. <p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> | |
| | | C | - | - | (M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. | |
| (Continued) | | | | | | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 10. | Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd) | | | | | |
| | | C | - | - | NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. | |
| | | | | | NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use. | |
| | | C | - | - | May be inoperative in closed position provided: <ul style="list-style-type: none"> a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. | |
| | | | | | NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate. | |

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 11. *** | Cargo Restraint Systems | A | - | - | (M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), and • TC/STC Weight and Balance Manual (WBM). b) Repairs are made within 120 consecutive calendar-days. | |
| | | A | - | - | May be inoperative or missing provided: a) Cargo Compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days. | |
| | | A | - | - | Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer. | |
| 12. | Cockpit Sun Visors | C | - | - | May be inoperative or missing provided there is no field of vision restriction for the flightcrew. | |
| 13. | Exterior Lavatory Door Ashtray | A | 1 | 0 | One may be missing provided it is replaced within 3 calendar-days. | |
| 14. | "FASTEN SEAT BELT WHILE SEATED" Sign or Placard | C | - | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat. | |

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| | |
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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 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 |
|--------------|---|---|---|---|--|------------|
| 15. | Portable Flashlights/Flashlight Holders | C | - | - | May be inoperative or removed provided: <ul style="list-style-type: none"> a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location is removed from the aircraft, and c) Location placarding is removed or obscured. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured. | |
| a) *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight. | |

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2. NO. INSTALLED
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26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------------|---|---|---|--|------------|
| 1. | Portable Fire Extinguisher | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p> | |
| a) *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight. | |

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| AIRCRAFT: PC-12 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

27. Flight Controls

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Flap Position Indicator | C | 1 | 0 | (O) May be inoperative provided: a) Prior to each takeoff, Flaps are verified to operate normally, b) Prior to each takeoff, Flaps are visually checked for proper position, and c) Stall Warning/Stick Shaker System is verified to function properly. | |
| 2. | Electric Trim Annunciator "STAB TRIM" (CAWS) | B | 1 | 0 | (O) May be inoperative provided: a) Triple Trim Indicator is operative, and b) Stab Pointer is visually checked before each takeoff to be in the proper position. | |
| 3. | Aileron Trim | C | 1 | 0 | (M)(O) May be inoperative provided: a) Aileron Trim Tab is set to NEUTRAL, and b) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. | |
| 4. | Triple Trim Indicator | C | 1 | 0 | (O) May be inoperative provided: a) Prior to each takeoff, all Flight Control Trim Tabs are verified to operate normally, and b) Prior to each takeoff, Trim Tabs are visually checked for proper position. | |
| 5. | Stabilizer Trim Position Indication | C | 1 | 0 | (O) May be inoperative provided: a) Horizontal stabilizer trim is visually checked for full range of travel, b) Horizontal stabilizer trim operation is not restricted, and c) Horizontal stabilizer trim is set to position for take-off and appropriate setting is verified by visual inspection prior to each takeoff. | |

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

28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Fuel Quantity Indicator (L/R) | B | 2 | 1 | (O) One Indicator (L or R) may be inoperative provided: <ol style="list-style-type: none"> a) Triple Trim Indicator is operative, b) Aileron Trim is operative, and c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. <p>NOTE: FUEL RESET is not possible.</p> | |
| | | B | 2 | 1 | (O) Indication may be inoperative provided: <ol style="list-style-type: none"> a) Aircraft is fueled to maximum, b) Flight is restricted to a maximum of three hours, c) Triple Trim indication is operative, d) Aileron Trim is operative, and e) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. <p>NOTE: FUEL RESET is not possible.</p> | |
| 2. | Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS) | C | 2 | 0 | May be inoperative provided: <ol style="list-style-type: none"> a) All Fuel Quantity Indicating Systems operate normally, and b) Fuel Flow and Fuel Used Systems operate normally. | |
| 3. | Fuel Flow/Fuel Used System | C | 1 | - | May be inoperative provided: <ol style="list-style-type: none"> a) All Fuel Quantity Systems operate normally, and b) Low Fuel Annunciator (CAWS) operates normally. | |

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TABLE KEY

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 |
|--------------|------------------------|---|---|---|---|------------|
| 1. | Propeller Deice System | C | 1 | 0 | May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode. | |
| 2. | Surface Deice System | C | 1 | 0 | May be inoperative provided flight is not conducted into known or forecast icing conditions. | |
| 3. | Inertial Separator | C | 1 | 0 | (M) May be inoperative provided Separator is verified OPEN and Switch is verified ON. | |
| 4. | Pitot Heat | B | 2 | 0 | May be inoperative provided: a) Flight is not conducted into visible moisture or into known or forecast icing conditions, b) Flight is conducted VMC, and c) Not required by 14 CFR. NOTE: Both Must be operative for RVSM operations. | |
| 5. | Static Port Heat | B | 2 | 1 | (O) One may be inoperative provided: a) Operations are conducted under day VMC, b) Operations are not conducted in visible moisture or into known or forecast icing conditions, and c) Operative static port heater is verified operative prior to each takeoff. | |

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30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------|---|---|---|--|------------|
| 6. | Windshield Heating System | B | 1 | 0 | (M) May be inoperative under IFR operations provided: a) Operations are not conducted in known or forecast icing conditions, and b) One heating zone on the left windshield is verified to be operational. | |
| 7. | Angle of Attack Sensor Heating | B | 2 | 0 | One or both may be inoperative provided: a) Operations are conducted under day VMC, and b) Operations are not conducted in known or forecast icing conditions. | |

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Clock with Sweep Second Hand or Electric Digital Clock | C | 1 | 0 | (O) May be inoperative provided an accurate timepiece is operative on the flightcrew compartment indicating the time in hours, minutes and seconds. NOTE: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable. | |
| | | C | - | 0 | May be inoperative provided: a) Operations are conducted under VFR conditions, and b) Not required by 14 CFR. | |
| 2. *** | Hourmeter | C | 1 | 0 | (O) May be inoperative provided a procedure is established to record flight time. | |
| 3. *** | Flight Data Recorder (FDR) System | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------|---|---|---|---|------------|
| 4. | Master WARNING Pushbutton | | | | | |
| a) | Indication Lamps | C | 4 | 1 | For single pilot operations, any in excess of one lamp in the pilot side master WARNING pushbutton may be inoperative. | |
| | | C | 4 | 2 | One lamp in each master WARNING pushbutton may be inoperative. | |
| b) | Reset Function | C | 2 | 1 | For single pilot operations, reset function in co-pilot side master WARNING pushbutton may be inoperative in inactive (non-reset) position. | |
| c) | Reset Function | C | 2 | 1 | May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted. | |
| 5. | Master CAUTION Pushbutton | | | | Any in excess of those required by 14 CFR may be inoperative. | |
| a) | Indication Lamps | C | 4 | 1 | For single pilot operations, any in excess of one lamp in the pilot side master CAUTION pushbutton may be inoperative. | |
| | | C | 4 | 2 | One lamp in each master CAUTION pushbutton may be inoperative. | |
| b) | Reset Function | C | 2 | 1 | For single pilot operations, reset function in co-pilot side master CAUTION pushbutton may be inoperative in inactive (non-reset) position. | |
| c) | Reset Function | C | 2 | 1 | May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted. | |

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------|---|---|---|---|------------|
| 1. | Parking Brake | C | 1 | 0 | (O) May be inoperative provided a procedure is established to prevent movement of the aircraft when stopped or parked. | |
| 2. *** | Anti-Skid System | C | 1 | 0 | (M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Anti-skid system is deactivated, b) Hydraulic brake reservoir fluid level is verified within approved range prior to aircraft operation, c) ABS system drain holes show no signs of leakage, d) Normal brake operation is verified prior to takeoff, and e) Operations are conducted in accordance with the Performance Data in the AFM. | |

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4. REMARKS OR EXCEPTIONS

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System | C | - | - | Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmember's 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. | |
| 2. | Cabin Lights | C | - | - | May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew. | |
| 3. | Strobe (Anti-Collision) Beacon Light System | C | 1 | 0 | May be inoperative provided the Red Anti-Collision Beacon System is installed and operative. | |
| 4. *** | Red Anti-Collision Beacon System | C | 1 | 0 | May be inoperative provided the Strobe (Anti-Collision) Beacon Light System is operative. | |

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33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|---|------------|
| 5. | Landing Lights | C | 2 | 0 | May be inoperative for other than night operations. | |
| | | C | 2 | 1 | One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative. | |
| | | C | 2 | 0 | May be inoperative for night operations provided: a) Recognition Lights are installed and operative, and b) Taxi Light is operative. | |
| 6. | Position Lights | C | 3 | 0 | May be inoperative for other than night operations. | |
| 7. | Taxi Light | C | 1 | 0 | May be inoperative for other than night operations. | |
| | | C | 1 | 0 | May be inoperative for night operations provided at least one Landing Light is operative. | |
| 8. | Wing Illumination Light | C | - | 0 | May be inoperative provided: a) Aircraft is not operated at night in known or forecast icing conditions, and b) Ground deicing procedures do not require their use. | |
| 9. *** | Fasten Seat Belt and No Smoking Signs | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used for briefing passengers. | |
| 10. | Cockpit Dome Lighting | C | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | May be inoperative for other than night operations. | |
| 11. *** | Recognition Light | D | - | 0 | May be inoperative. | |
| 12. *** | Logo Lights | D | - | 0 | May be inoperative. | |

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34. Navigation

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

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 4. | Standby Attitude Indicator | C | - | 0 | May be inoperative provided it is not required by 14 CFR. | |
| | | B | - | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions. | |
| 5. | Vertical Speed Indicators | B | 2 | - | Must be operative on left side for IFR passenger carrying operations. | |
| 6. | ATC Transponders and Automatic Altitude Reporting Systems | B | - | 0 | May be inoperative provided: <ul style="list-style-type: none"> 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. <p>NOTE: For RVSM operations, at least one Altitude Reporting Transponder must be operative.</p> | |
| | | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| 7. | Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV) | C | - | - | As required by 14 CFR. | |
| 8. *** | Weather Radar/Thunderstorm Detection Equipment | C | 1 | 0 | As required by 14 CFR. | |
| 9. | Marker Beacon Receiver | C | 1 | 0 | May be inoperative provided approach procedure does not require its use. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 10. *** | Radar Altimeter | C | - | 0 | (M)(O) May be inoperative provided: a) Radar Altimeter is deactivated. b) Approach minima or operating procedures are not dependent on its use, c) Autopilot is disengaged at 1,000 ft. AGL, d) Terrain awareness warning system (Class B TAWS) (if installed) is considered inoperative (refer to 34-25), e) Terrain awareness warning system (Class A TAWS) (if installed) is considered inoperative (refer to 34-24), and f) Traffic alert and collision avoidance system (TCAS I) (if installed) is considered inoperative (refer to 34-21) or, g) Traffic alert and collision avoidance system (TCAS II) (if installed) is considered inoperative (refer to 34-22). | |
| 11. | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 12. | Automatic Direction Finder (ADF) | C | 1 | 0 | May be inoperative provided it is not required by 14 CFR. | |
| 13. | Radio Magnetic Indicator (RMI) | C | 1 | 0 | May be inoperative. | |
| 14. | Altitude Alerter/Pre-Select | C | 1 | 0 | May be inoperative provided Altitude Alerting System is considered inoperative. | |
| 15. | Altitude Alerting System | C | - | 0 | May be inoperative provided enroute operations (i.e., RVSM) do not require its use. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|--|------------|
| 16. *** | Multifunction Display (MFD) | C | 1 | 0 | May be inoperative provided Weather Radar is considered inoperative (refer to 34-8). | |
| 17. | EADI/EHSI Display Units | | | | | |
| a) | Pilot's Side Displays | B | 2 | 1 | One display may be inoperative provided: <ol style="list-style-type: none"> a) Operative display is showing both EADI and EHSI information using CMPST mode, and b) Standby Attitude Indicator is operative on the pilot's side. | |
| b) | Copilot's Side Displays | C | 2 | 0 | Both displays may be inoperative. | |
| 18. | Non-Stabilized Magnetic Compass | B | 1 | 0 | (O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. | |
| | | B | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. | |
| | | B | 1 | 0 | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 19. *** | Windshear Warning and Flight Guidance System (Reactive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 20. *** | Windshear Detection and Avoidance System (Predictive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 21. | Traffic Alert and Collision Avoidance System (TCAS I) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |
| | | C | - | 0 | (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | |

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34. Navigation

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

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 22. | Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd) | | | | | |
| c) | Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use. | |
| | Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| | Airspace Selection Function | C | - | 0 | May be inoperative. | |
| 23. | Flight Management System | B | - | 0 | (O) May be inoperative provided: a) Enroute navigation does not require its use, b) Procedures do not require its use, and c) Operational regulations do not require its use. | |
| a) | Navigation Databases | A | - | 0 | (O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are established and used, d) ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 24. | Terrain Awareness and Warning System (TAWS) | | | | | |
| | Class A TAWS Equipment Required | | | | | |
| a) | GPWS | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| 1) | Modes 1-4 | A | 4 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| 2) | Test Mode | A | 1 | 0 | May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days. | |
| 3) | Glideslope Deviation(s) (Mode 5) | C | - | 1 | May be inoperative. | |
| | | B | - | 0 | May be inoperative. | |
| 4) | Advisory Callouts | 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 14 CFR, and b) Alternate procedures are established and used. | |
| (Continued) | | | | | | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 24. | Terrain Awareness and Warning System (TAWS) | | | | | |
| a) | GPWS (Cont'd) | | | | | |
| 5) *** | Windshear Mode (Reactive) | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | | | | NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| | | C | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally. | |
| b) | Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| c) | Terrain Displays | C | - | 1 | May be inoperative. | |
| | | B | - | 0 | May be inoperative. | |
| d) *** | Runway Awareness & Advisory System (RAAS) | C | 1 | 0 | May be inoperative. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 25. | Class B TAWS Equipment Required | | | | | |
| a) | GPWS | A | 1 | 0 | (O) May be inoperative provided: a) alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| 1) | Modes 1 and 3 | A | 2 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| 2) | Test Mode | A | 1 | 0 | May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days. | |
| 3) *** | Modes 2, 4, and 5 | C | 3 | 0 | | |
| 4) | Advisory Callouts | 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 14 CFR, and b) Alternate procedures are established and used. | |
| 5) *** | Windshear Mode (Reactive) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 6) | Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | B | 1 | 0 | May be inoperative. | |
| b) *** | Terrain Displays | C | - | 0 | May be inoperative. | |
| c) *** | Runway Awareness and Advisory System (RAAS) | C | 1 | 0 | May be inoperative. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|--|------------|
| 26. *** | Class C TAWS Equipment TAWS/GPWS | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used. | |
| 27. *** | 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. | |
| 28. *** | 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 Out 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 Out function that operates normally may be used. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------|---|---|---|--|------------|
| 29. *** | ADS-B Out UAT | 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. | |
| 30 *** | ADS-B In | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use. NOTE: Any ADS-B Out function that operates normally may be used. | |

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AIRCRAFT:
PC-12

TABLE KEY

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

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|--|------------|
| 31. *** | Moving Map Display (i.e., Argus) | C | 1 | 0 | May be inoperative. | |
| 32. *** | GPS Cooling Fan | C | - | 0 | May be inoperative provided GPS is considered inoperative. | |
| 33. *** | Traffic Advisory System (TAS) | C | - | 0 | (M) May be inoperative provided the system is deactivated and secured. | |
| 34. | Stabilized Direction Indication | C | - | 1 | Any in excess of one may be inoperative for single pilot operations provided: <ul style="list-style-type: none"> a) A Stabilized Direction Indication is operative on the pilot flying side, and b) Magnetic/Standby Compass is operative. | |
| | | B | - | 1 | Any in excess of one may be inoperative for provided: <ul style="list-style-type: none"> a) Operations are conducted under day VFR, b) Stabilized Direction Indication is displayed at each required pilot's station, and c) Magnetic/Standby Compass is operative. | |

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| | |
|----------------------------|--|
| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|--|------------|
| 1. | Oxygen System (Passenger) | C | - | - | Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded "DO NOT OCCUPY". | |
| | | D | 1 | 0 | May be inoperative provided no cabin occupants are carried. | |
| 2. | External Oxygen Pressure Gauge | C | 1 | 0 | May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative. | |
| 3. | Protective Breathing Equipment (PBE) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative PBE units removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p> | |
| a) *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |

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DATE: 06/26/2025

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AIRCRAFT:
PC-12

TABLE KEY

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

35. Oxygen

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|--|------------|
| 4. | Flight Crew Fixed Oxygen System | | | | | |
| a) | Flight Deck Pressure Indicator | C | 1 | 0 | (O) May be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum required for the intended flight. | |
| b) | Oxygen Bottle Gauge | C | 1 | 0 | May be inoperative provided the flight deck pressure indication is operative. | |
| c) | Flight Crew Oxygen Mask (right side) | D | 1 | 0 | May be inoperative provided the right pilot seat is not occupied. | |
| 5. | Passenger Service Units | C | - | 0 | (O) One or more may be inoperative provided: <ol style="list-style-type: none"> a) Affected seats are blocked and placarded to prevent occupancy, and b) Units are operative for all operative passenger seats and the lavatory compartment (if applicable). | |

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DATE: 10/02/2006

PAGE NO. 38-1

AIRCRAFT:
PC-12

TABLE KEY

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

38. Water/Waste

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------|---|---|---|---|------------|
| 1. | Lavatory Waste Systems | C | - | - | (M) Individual components may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of the system which operates normally may be used.</p> | |
| | | C | - | - | (M) Associated Lavatory System(s) may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated Lavatory Door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p> | |

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AIRCRAFT:
PC-12

TABLE KEY

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

52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | PASS DOOR Annunciator | C | 1 | 0 | (O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) The Locking Pin at the Handle is verified to be engaged by ground crew. | |
| 2. | CAR DOOR Annunciator | C | 1 | 0 | (O) May be inoperative provided a flight crewmember confirms by visual inspection that the door is latched prior to each departure. | |
| 3. *** | Cargo Door Driving Closing Mechanism | C | 1 | 0 | May be inoperative. | |
| 4. | Cargo Door Opening Mechanism (Gas Strut) | C | 1 | 0 | May be inoperative provided the cargo door remains closed, latched and locked. | |
| 5. | Cabin Door Seal | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 ft. MSL. | |
| 6. | Cargo Door Seal | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 ft. MSL. | |
| 7. | Emergency Exit Seal | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 ft. MSL. | |
| 8. | Door Key Locks | D | 2 | - | (M) May be inoperative provided lock is secured in the UNLOCKED position. | |

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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

56. Windows

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|--------------|----------------|---|---|---|--|
| 1. | DV-Window Seal | C | 1 | 0 | <p>May be inoperative provided flight:</p> <ol style="list-style-type: none"> a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 ft. MSL. |

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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---------------------|---------------|
| 1. | Engine Trend Condition and Monitoring System | D | 1 | 0 | May be inoperative. | |

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DATE: 10/23/2017

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| | |
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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|----------------------------|--|

79. Engine Oil

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

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DATE: 04/16/2002

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| <p>AIRCRAFT: PC-12</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 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 |
|--------------|-------------------------|---|---|---|---|
| 1. | Starter Generator Timer | C | 1 | 0 | (O) May be inoperative provided start cycle is interrupted when Ng obtains a minimum of 52% Ng. |