



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: XX/XX/XXXX

Daher Aircraft **TBM700, 850, 900, 910, 930, 940, 960, 980** **(TBM700 A/B/C1/C2/N)**

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	04/14/2004	Original issue.
1	05/08/2006	All Pages.
2	11/21/2025	All Pages.
2a	12/27/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 23-5, 24-1, 25-8, 30-1 thru 2, 31-4, 33-2, 52-3.
3	11/21/2025	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, 22-3 thru 5, 23-4 thru 5, 25-4 thru 5, 25-10, 26-1, 31-2 thru 4, 32-1, 33-1 thru 2, 34-10 thru 14, 52-2 thru 3, 56-1, 61-1, 73-1, 76-1.
3a	04/28/2023	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 22-4, 25-9 thru 10.
4	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-1 thru 4, 22-1 thru 5, 23-1 thru 2, 23-4 thru 5, 24-1, 25-1, 25-3 thru 5, 25-7, 25-9 thru 10, 27-1 thru 2, 28-1, 30-1 thru 2, 31-1 thru 5, 32-1, 33-2 thru 3, 34-2 thru 3, 34-5 thru 8, 34-10 thru 15, 35-1, 52-1 thru 3, 56-1, 61-1, 73-1, 74-1, 76-1.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting 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.
ATA 21 Air Conditioning	
21-1	Item 21-1: Renamed item by adding "Air Conditioning System" and reworded dispatch condition a) and b). Item 21-2: Added (O) procedure. Item 21-3-1 and 21-3-2: Added (O) procedure. Item 21-4, Added (O) procedure. Item 21-5-1, Added (O) procedure.
21-2	21-5-2: Added (O) procedure. Item 21-6: Renaming of the item by adding "Regulation" and modification of dispatch condition by adding condition b). Item 21-10: Renamed item by adding "CAS message display system or warning light system". Item 21-12: Renamed item by adding "BLEED" and reworded of the dispatch condition.
21-3	Item 21-13: Renamed item by adding "BLEED".
21-4	Item 21-19: Added new item related to Cabin Temperature Control system. Item 21-20: Added new item related to Heating System function. Item 21-21: Added new item related to Ground Cooling Fan function.
ATA 22 Autoflight	
22-1	Item 22-1: Modified item repair category from "C" to "B" and updated dispatch condition a) and b) and Note. Modified (O) and (M) procedure. Item 22-2: Added (O) procedure. Item 22-3: Added dispatch condition c). Item 22-4-2: Updated item number installed from "-" to "1".
22-2	Item 22-4-12: Modified item remarks/exceptions adding "RVSM operation are prohibited" inside the dispatch condition instead of a note.

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ATA 22 Autoflight (Cont'd)

22-3	Item 22-4-14: Renamed item by adding "Scroll". Item 22-4-15: Added (O) procedure. Item 22-4-16: Renamed item by adding "Annunciator Light".
22-4	Item 22-7: Updated item remarks/exceptions by adding "refer to item 22-1" in dispatch condition b). Item 22-8: Updated item remarks/exceptions by rewording the Note to "Missed approach trajectory will be set and activated manually."
22-5	Item 22-9: Updated the remarks/exceptions by adding dispatch condition c) concerning inoperative HomeSafe function.

ATA 23 Communications

23-1	Item 23-5: Updated item dispatch condition and added of (M) procedure.
23-2	Item 23-7: Updated item dispatch condition by replacing "pilot in command" with "pilot-flying". Item 23-8: Added "****" under item number as the Hand Microphone is optional.
23-4	Item 23-12: Updated item PA Key dispatch condition by adding "refer to item 23-6".
23-5	Item 23-19: Added new item related to Garmin avionic G3000 PRIME touchscreen function.

ATA 24 Electrical Power

24-1	Item 24-1: Updated item remarks/exceptions by adding condition b), adding "MAIN GENERATOR" to condition d), and by rewording the Note.
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ATA 25 Equipment/Furnishings

25-1	Item 25-1: Moved Note 1 and Note 2 to the top of the page. Item 25-1-3: Added (O) procedure. Item 25-1-4: Added (O) procedure. Item 25-1-5: Added (O) procedure. Item 25-1-6: Added new item related to pilot seat Armrest with associated maintenance procedure (M).
25-5	Item 25-7: Added (O) procedure, deleted (M) procedure, and modified item remarks/exceptions by replacing "blocked" with "locked" in condition a), removed "The pilot's" in condition b), and added "the affected flight crewmember (full travel of the flight controls)" in condition c).

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ATA 25 Equipment/Furnishings (Cont'd)

25-9	<p>Item 25-10: Modification of item number required to 0 and update of item remarks/exceptions by replacing “pilot in command” by “pilot flying” in b) condition and rewording of a) condition.</p> <p>Item 25-14: Updated (M) procedure.</p>
25-10	<p>Item 25-15: Modified item remarks/exceptions by creating a) and b) dispatch condition.</p> <p>Item 25-16: Modified item remarks/exceptions with the replacement of “pilot in command” with “pilot-flying”.</p> <p>Item 25-18: Modified remarks/exceptions by adding d) and e) dispatch condition and updated (O) and (M) procedure.</p>

ATA 27 Flight Controls

27-1	<p>Item 27-1: Renamed item by suppressing Rudder trim position indicator. Updated dispatch condition c) by replacing “take off” with “neutral”. Added Note 2 to clarify that Yaw Trim position must be operative and updated the (O) procedure.</p> <p>Item 27-2: Updated item remarks/exceptions by adding c) dispatch condition related to stall warning check test.</p> <p>Item 27-3: Updated item remarks/exceptions by splitting dispatch condition with a) and b) condition and updated (M) procedure.</p>
27-2	<p>Item 27-5: Modified item dispatch condition by updating the limited IAS to 158 kts.</p> <p>Item 27-6: Updated (O) and (M) procedures.</p>

ATA 28 Fuel

28-1	<p>Item 28-1: Modified item remarks/exceptions by adding dispatch condition c) regarding the visual check of each fuel tank.</p> <p>Item 28-2: Removed (O) procedure.</p> <p>Item 28-3: Modified item remarks/exceptions by adding dispatch condition c) regarding fuel tanks side selection.</p> <p>Item 28-4: Modified item remarks/exceptions by adding “refer to item 28-3”.</p> <p>Item 28-5: Added new item regarding Fuel pressure indication function for TBM700 and 850 configurations.</p>
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HIGHLIGHTS OF CHANGE

ATA 30 Ice and Rain Protection

30-1	<p>Item 30-1: Modified item remarks/exceptions by adding condition c) to replace note concerning prohibited RVSM operation.</p> <p>Item 30-2: Modified item remarks/exceptions by replacing “verified to function properly” with “checked operative”.</p> <p>Item 30-3: Added (O) procedure and split dispatch condition with a), b), and c) conditions.</p> <p>Item 30-5: Added (O) and (M) procedure.</p> <p>Item 30-6: Replaced (M) procedure with an (O) procedure and modified item remarks/exceptions by splitting dispatch condition with a) and b) condition.</p> <p>Item 30-7: Modified item required number to “0” and replaced (M) procedure with an (O) procedure.</p>
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30-2	<p>Item 30-8: Renamed item from “Right Windshield Defog Outlet” to “Windshield Defog Function”. Modified remarks/exceptions by reorganizing the dispatch condition: deleted previous a) condition, previous condition b) and c) became new condition a) and b). Added “manual” in dispatch condition b) and note to avoid high rate of descent.</p> <p>Item 30-9: Renamed item by adding “Function”, modified number installed to “1”, and modified remarks/exceptions by adding “manual”.</p> <p>Item 30-10: Added (O) procedure.</p>
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ATA 31 Indicating/Recording Systems

31-2	<p>Item 31-5: Modified item remarks/exceptions by reorganizing the dispatch condition: deleted condition e) and f), reworded condition d) related to VFR operation, replaced “button” with “push button” in condition c), and modified (O) procedure.</p>
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31-4	<p>Item 31-14: Renaming of the item for “PFD2 (RH) Display backup push button” and update of the dispatch condition a) with “PFD1 (LH) display backup push button”.</p>
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31-5	<p>Item 31-16: Added new item related to G3000 PRIME PFD2 display function.</p> <p>Item 31-17: Added new item related to G3000 PRIME SDU function.</p>
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ATA 32 Landing Gear

32-1	<p>Item 32-2: Modified item remarks/exceptions by reorganizing the dispatch condition. Reworded condition a) concerning landing gear deactivation, condition e) concerning limited IAS speed, and replaced Note 1 by the new condition f) concerning performance penalties, and reworded of Note 2 that became Note 1.</p>
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ATA 33 Lights

33-2	<p>Item 33-4: Modified item remarks/exceptions by adding “for operation” on first dispatch condition and by replacing “taxi light” with “at least one landing light”.</p> <p>Item 33-5: Renamed item by adding “Navigation” and modified item remarks/exceptions by adding “for operation”. Modified item number installed by replacing “4” with “-” as the number installed depends on the model.</p> <p>Item 33-6: Modified item remarks/exceptions by adding “at least” in the second dispatch condition.</p> <p>Item 33-8: Modified item remarks/exceptions for clarification.</p> <p>Item 33-9: Deleted item as it is covered by item 33-5.</p>
33-3	<p>Item 33-11: Added new item related to Instrument Panel Emergency Lighting function.</p> <p>Item 33-12: Added new item related to Strobe Light System function.</p>

ATA 34 Navigation

34-2	<p>Item 34-6: Modified item remarks/exception by adding “RVSM operation are prohibited” in condition a).</p>
34-3	<p>Item 34-1: Deleted “****” under item number as Radar Altimeter is not an optional item.</p> <p>Item 34-14: Updated with (O) procedure.</p>
34-5	<p>Item 34-18: Deleted item as it is not installed on any TBM configuration.</p> <p>Item 34-19-1: Deleted all items as they are not installed on any TBM configuration.</p>
34-6	<p>Item 34-19-2 to 34-19-3: Deleted all items as they are not installed on any TBM configuration.</p>
34-7	<p>Item 34-21: Renamed item by adding “KMD”.</p> <p>Item 34-22-2: Deleted item as the item is not installed on any TBM configuration.</p>
34-8	<p>Item 34-23: Modified item remarks/exceptions by adding “may” on the second dispatch condition.</p>
34-10	<p>Item 34-25: Modified item remarks/exceptions in the first dispatch condition by adding “refer to item 22-1” in condition e) and “prohibited” in condition f). Modified item remarks/exceptions in the second dispatch condition by adding “refer to item 22-1” in condition c) and “prohibited” in condition f).</p>

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ATA 34 Navigation (Cont'd)

34-11	<p>Item 34-26: Modified item remarks/exceptions on the first dispatch condition by adding “refer to item 22-1” in condition d) and “prohibited” in condition e) and modified item remarks/exceptions on the second dispatch condition by adding “refer to item 22.1” in condition c) and “prohibited” in condition d).</p> <p>Item 34-27: Modified item remarks/exceptions on the second dispatch condition by adding “refer to item 22-1” in condition c) and “prohibited” in condition d).</p>
34-12	<p>Item 34-28: Modified item remarks/exceptions on the second dispatch condition by adding “refer to item 22-1” in condition d) and “prohibited” in condition e).</p>
34-13	<p>Item 34-33: Modified item remarks/exception by adding the condition d) in replacement of the Note, which has been deleted.</p>
34-14	<p>Item 34-34-1: Renamed item by adding “Data”.</p> <p>Item 34-34-2: Renamed item by adding “Datalink”.</p> <p>Item 34-36: Updated with (O) procedure.</p>
34-15	<p>Item 34-42: Added new item related to G3000 PRIME GCU Keyboard function.</p> <p>Item 34-43: Added new item related to G3000 PRIME Touchscreen function.</p>

ATA 35 Oxygen

35-1	<p>Item 35-4: Renamed item from “Left Forward Side’s Oxygen Mask” to “Right Front Seat Oxygen Mask”, and deleted last sentence of the Note for clarification.</p> <p>Item 35-5: Deleted item.</p>
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ATA 52 Doors

52-1	<p>Item 52-2: Modified item remarks/exceptions on the first dispatch condition by replacing “secured” with “set” and adding of a second dispatch condition for item 52-2.</p> <p>Item 52-3: Modified item remarks/exceptions by replacing “secured” with “set”.</p> <p>Item 52-5: Modified item remarks/exceptions by adding “refer to item 21-6” in dispatch condition b).</p> <p>Item 52-6: Modified item remarks/exceptions by adding “refer to item 21-6” in dispatch condition b).</p>
52-2	<p>Item 52-7: Modified item remarks/exceptions by adding “refer to item 21-6” in dispatch condition b).</p> <p>Item 52-11: Modified item remarks/exception by suppressing the word “inoperative” inside the dispatch condition.</p>

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HIGHLIGHTS OF CHANGE

ATA 52 Doors (Cont'd)

52-3	Item 52-12: Deleted item. Item 52-13: Modified item remarks/exceptions by adding “placard being visible from outside” in condition b). Item 52-15: Deleted item. Item 52-16: Modified item remarks/exception by suppressing the word “inoperative” inside the dispatch condition.
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ATA 56 Windows

56-1	Item 56-1: Modified item remarks/exceptions by rewording the dispatch condition. Item 56-2: Renamed item by replacing “Polarized” with “Dimmable”.
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ATA 61 Propellers

61-1	Item 61-2: Renamed item by replacing “P/B” with “Push Button”, modified item remarks/exceptions by rewording dispatch condition, and deleted the Note. Item 61-3: Deleted item.
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ATA 73 Engine Fuel and Control

73-1	Item 73-1: Added (M) procedure.
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ATA 74 Ignition

74-1	Item 74-1-1 and 74-1-2: Deleted items.
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ATA 76 Engine Controls

76-1	Item 76-1: Deleted item.
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DEFINITIONS

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL Definitions, in accordance PL-25, Appendix B.

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

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PREAMBLE

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble, or PL-36, 14 CFR Part 91 MEL Approval and Preamble.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

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

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

Sequence No.	Item	1	2	3	4	Change Bar
1	Vapor Cycle Cooling System (VCCS)/ Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Cabin temperature remains suitable for operation, and b) The compressor cannot be engaged.	
2	Air Cycle System (ACS) (Only for TBM700 or TBM850 not equipped with G1000)	C	1	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED.	
3	Emergency Dump Function					
	1. Emergency Dump (Only for TBM700, 850, 900, 910, 930, 940)	C	1	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED.	
	2. Emergency Dump (Only for TBM960, 980)	C	1	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) One or both OUTFLOW VALVE is secured OPEN or REMOVED.	
4	Safety Valve (Only for TBM700, 850, 900, 910, 930, 940)	C	1	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED.	
5	Outflow Valve					
	1. Outflow Valve (Only for TBM700, 850, 900, 910, 930, 940)	C	1	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) The SAFETY VALVE and/or the OUTFLOW VALVE is secured OPEN or REMOVED.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
5	Outflow Valve (Cont'd)					
	2. Outflow Valve (Only for TBM960, 980)	C	2	0	(M)(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) One or both OUTFLOW VALVE is secured OPEN or REMOVED.	
6	Pressurization Regulation Controller	C	1	0	(O) May be inoperative provided: a) The flight is conducted unpressurized, and b) Heating system, windshield defog, and cockpit window defog have to be considered inoperative (refer to item 21-20, item 30-8, and item 30-9).	
7	Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided the flight is conducted unpressurized.	
8	Cabin Altimeter Indicator	C	1	0	(O) May be inoperative provided the flight is conducted unpressurized.	
9	Cabin Vertical Speed Indicator	C	1	0	(O) May be inoperative provided the flight is conducted unpressurized.	
10	“CABIN DIFF PRESS” or “CABIN ALTITUDE” or “CAB PRESS” CAS Message Display System or Warning Light System	C	1	0	May be inoperative provided the flight is conducted at or below 10000 ft., MSL, MEA, or MOCA allowing.	
11 ***	Temperature Control System (Automatic Mode Only)	C	1	0	May be inoperative provided the Temperature Control System Default mode is operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12	BLEED AUTO Function (Only for TBM850 equipped with G1000; Automatic Switch between P3/P2.5 bleed)	C	1	0	(O) BLEED AUTO function may be inoperative, provided: a) BLEED HI function is selected and operative, b) The power is limited to 700 SHP, c) "850 OPERATION PROHIBITED" placard in installed on Instrument Panel.	
		B	1	0	(O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor.	
13	BLEED HI Function (P3 Bleed) (Only for TBM850 not equipped with G1000)	C	1	0	(O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor.	
		B	1	0	(O) P3 bleed may be inoperative, provided P2.5 bleed is operative, and Bleed Switch is set to AUTO. NOTE: At altitudes above FL 290 and torque below 50%, cabin altitude may be above 10,500 ft. Cabin heating may be poor.	
14	Ventilation Outlets	C	-	0		
15	Cabin Fan Speed "FAN" Selector	C	1	0		

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
16	Cockpit Fan Speed "FAN" Selector	C	1	0		
17	Cabin Temperature "TEMP" Selector	C	1	0	May be inoperative.	
18	Cockpit Temperature "TEMP" Selector	C	1	0	May be inoperative provided cabin temperature remains suitable for operation.	
19	"CABIN CTRL" Push Button (Only for TBM960 and TBM980)	D	1	0	May be inoperative.	
20	Heating System	C	-	0	May be inoperative provided cabin temperature remains suitable for operation.	
21	Ground Cooling Fan (B12 Fan)	C	1	0	(O) May be inoperative provided the bleed switch remains OFF until take-off.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1	Autopilot (AFCS)	B	1	0	(M)(O) May be inoperative provided: a) Operation do not require its use (RVSM operations are prohibited), and b) HomeSafe function is considered inoperative (refer to item 25-19). NOTE: ESP, USP and EDM functions are inoperative.	
2	Yaw Damper Function	C	1	0	(O) May be inoperative.	
3	Autopilot Disconnect (AP DISC)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot, and c) The operative one is on the pilot-flying side.	
		B	2	0	May be inoperative provided autopilot is not used.	
4	AFCS Control Unit (GMC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)					
	1. Course (CRS) Knob	C	2	0	May be inoperative provided operations do not require its use.	
	2. Flight Director (FD) Key	C	1	0	May be inoperative provided operations do not require its use.	
	3. Autopilot (AP) Key	C	1	0	May be inoperative provided Autopilot is considered inoperative.	

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

Sequence No.	Item	1	2	3	4	Change Bar
4	AFCS Control Unit (GMC) (Cont'd)					
	4. Yaw Damper (YD) Key	C	1	0	(O) May be inoperative provided rudder trim is operative.	
					NOTE: If YD is engaged, it can be disengaged by AP TRIM DISC selection.	
	5. Navigation (NAV) Key	C	1	0	May be inoperative provided operations do not require its use.	
	6. Heading (HDG) Key	C	1	0	May be inoperative provided Autopilot is considered inoperative.	
	7. Heading Selector (HDG) Knob	C	1	0	May be inoperative provided operations do not require its use.	
	8. Bank (BANK) Key	C	1	0	May be inoperative provided approach minimum do not require its use.	
	9. Heading Synchronization (PUSH SYNC) Knob	C	1	0	May be inoperative provided Heading Selector is operative.	
	10. Flight Level Change (FLC) Key	C	1	0	May be inoperative provided operations do not require its use.	
	11. Vertical Navigation (VNV) Key	C	1	0	May be inoperative provided operations do not require its use.	
	12. Altitude Hold (ALT) Key	C	1	0	May be inoperative provided operations do not require its use (RVSM operations are prohibited).	
					(Continued)	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
4	AFCS Control Unit (GMC) (Cont'd)					
	13. Vertical Speed (VS) Mode Key	C	1	0	May be inoperative provided operations do not require its use.	
	14. Nose Up/Down (DN UP) Scroll Wheel	C	1	0	May be inoperative provided operations do not require its use.	
	15. Altitude Selector (ALT SEL) Knob	C	1	0	(O) May be inoperative provided Autopilot is considered inoperative.	
	16. AFCS Control Unit Annunciator Light	D	-	0	(O) May be inoperative provided operations require monitoring of each engaged autopilot mode in AFCS status box.	
	17. Approach (APR) Key	C	1	0	May be inoperative provided operations do not require its use.	
	18. Back Course (BC) Key	C	1	0	May be inoperative provided operations do not require its use.	
	19. Coupled Side (XFR) Key	C	1	0	May be inoperative provided arrow points to pilot-flying side.	
	20. Altitude Selector Synchronization (PUSH SYNC) Knob	C	1	0		
	21. Speed Selector (SPD) Key (Only for TBM700 or TM850 equipped with G1000; or TBM900 or TBM910 or TBM930)	D	1	0	May be inoperative provided operations do not require its use.	
	22. Speed Selector (SPD) Knob (Only for TBM940 or TBM960 or TBM980)	C	1	0		
(Continued)						

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

Sequence No.	Item	1	2	3	4	Change Bar
4	AFCS Control Unit (GMC) (Cont'd)					
	23. IAS-MACH Selector (PUSH IAS-MACH) Knob (Only for TBM940 or TBM960 or TBM980)	D	1	0	May be inoperative provided operations do not require its use.	
	24. FMS/MAN Selector (Only for TBM940 or TBM960 or TBM980)	C	1	0	(O) May be inoperative provided: a) The pilot uses the AT function in the selected mode, and b) The pilot does not use FMS.MAN selector during operation.	
	25. Auto Throttle (AT) Button (Only for TBM940 or TBM960 or TBM980)	C	1	0	May be inoperative provided AT function is considered inoperative.	
5 ***	Level Mode Pushbutton (LVL)	C	1	0	May be inoperative.	
6	LVL Pushbutton LEDs	D	2	0	(O) May be inoperative provided pilot verifies LVL annunciation in flight if LVL pushbutton is engaged.	
7	Flight Director (Only for TBM700 or TM850 equipped with G1000; or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	C	1	0	May be inoperative provided: a) Operations do not require its use, and b) Autopilot is considered inoperative (refer to item 22-1)	
8	Go Around (GA) Switch	C	1	0	May be inoperative provided autopilot is disconnected for go-around. NOTE: Missed approach trajectory will be set and activated manually.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
9	Auto Throttle (AT) Function (Only for TBM940 or TBM960 or TBM980)	C	1	0	(O) May be inoperative provided: a) Throttle operated normally, and b) "STABILITY & PROTECTION" disabled through avionics setup before flight, and c) HomeSafe function is considered inoperative (refer to item 25-19).	
10	AT Disconnect (AT DISC) Button (Only for TBM940 or TBM960 or TBM980)	C	1	0	May be inoperative provided pilot in command's AP DISC button is operative.	

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

Sequence No.	Item	1	2	3	4	Change Bar
1	Communications Systems					
	1. VHF Communication Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.	
		C	2	1	Any in excess of those required by 14 CFR may be inoperative provided COM1 is operative. NOTE: COM1 is the only VHF communication system powered by the aircraft Emergency Power Systems.	
***	2. HF Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2	Cockpit Speakers	C	-	0	May be inoperative provided an operative headset is available to each flightcrew member.	
3	Control Wheel Press to Talk Switches	C	2	0	May be inoperative provided Hand Microphone on affected side is operative.	
4	Voice Activated Interphone System	C	1	0	(O) May be inoperative provided PIC provides a briefing to right seat occupant on how communications will be accomplished.	
5	Wing Static Discharger	C	-	2	(M) Inner static dischargers may be damaged and secured or removed.	
					NOTE: Both outermost Wing Discharger and all Tail Dischargers must be installed and undamaged.	

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

Sequence No.	Item	1	2	3	4	Change Bar
6 ***	Passenger Address (PA) System 1. Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
	2. Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
7	Oxygen Mask Microphones	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	2	1	May be inoperative provided pilot-flying oxygen mask microphone is operative.	
8 ***	Hand Microphone	C	-	1	Right side may be inoperative.	
		C	-	0	May be inoperative provided Headset with Microphone is operative on side with inoperative Hand Microphone.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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

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

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11	Inter Com	C	1	0	May be inoperative for single-pilot operations.	
12	Audio Panel (GMA)					
	1. Audio Panel (GMA) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)	C	2	1	One may be inoperative. NOTE: When GMA1 is inoperative, audio communication with passengers is lost.	
		C	2	0	Both may be inoperative for single-pilot operations provided COM2 is not required by regulations. NOTE: When GMA1 is inoperative, audio communication with passengers is lost.	
	Annunciators LEDs	D	-	0	(O) May be inoperative provided PIC verifies audio mode function is operative.	
	INTR COM Key	D	2	0	Both may be inoperative for single-pilot operations.	
		D	2	1		
	PA Key	C	2	0	May be inoperative provided Passenger Address is considered inoperative (refer to item 23-6)	
	CABIN Key	D	2	0		
***	MUSIC Key	D	2	0		
	PLAY Key	D	2	0		
	2. Audio Panel (GMA) (Only for TBM930 or TBM940 or TBM960 or TBM980)	C	1	0	May be inoperative for single-pilot operations provided COM2 is not required by regulations. NOTE: When GMA is inoperative, audio communication with passengers is lost.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13	Control Wheel (Only for TBM900, TBM910, TBM930 or TBM940 or TBM960 or TBM980)					
	1. Dedicated COM2 (Standby/active switch)	D	2	0		
14	Touchscreen Controller (Only for TBM930 or TBM940 or TBM960)	C	2	1	One may be inoperative provided flight is performed according to VFR conditions.	
15 ***	LH Headset Additional Plug On Dashboard	D	1	0	May be inoperative provided each flightcrew member has his standard plug operative.	
16 ***	Crew Music Function	D	1	0		
17 ***	Flight Phone System	D	1	0	May be inoperative provided procedures do not require its use.	
18 ***	CPDLC (If installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used (use of voice communication).	
19	Touchscreen Function G3000 PRIME (Only for TBM 980)	C	4	3	Touchscreen function may be inoperative on one display provided GCU is operative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1	Standby Generator	B	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Flight is conducted under VFR, and c) Not required by 14 CFR, and d) The Starter Generator (MAIN GENERATOR) is operative, and e) An alternate airport is available within 30 minutes flying time from any point along the flight path. NOTE: Selection of Stand-By Generator source is then "PROHIBITED" on ground and in flight, in order to prevent any further damage (related steps in Pilot's Operating Handbook (POH) procedures must be ignored).	
2	External Power System Equipment	D	1	0	May be inoperative. NOTE: A battery start may be performed.	
3	External Power System Door	D	1	0	May be inoperative in the LOCKED position. NOTE: A battery start may be performed.	
4 ***	USB Charging Outlet	D	-	0		

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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1	Pilot Seat(s)				NOTE 1: The use of additional cushions to remedy any of the below conditions are unacceptable. NOTE 2: If the RIGHT seat is occupied by a passenger, ATA 25-2 is applicable.	
	1. Seat Belt/Shoulder Harness	C	-	1	May be inoperative on right side provided: a) Seat is not occupied, and b) Seat is placarded "DO NOT OCCUPY".	
***	2. Seat Belt/Shoulder Harness Airbag System	C	-	0	(M) May be inoperative provided: a) Seat belt or shoulder harness operates normally, and b) System is deactivated.	
	3. Vertical Adjustment	C	-	0	(M)(O) May be inoperative provided the seat is secured in a position that is acceptable to the affected flight crewmember.	
	4. Fore and Aft Adjustment	C	-	0	(M)(O) May be inoperative provided: a) The seat is secured in a position that is acceptable to the affected crewmember, and b) Rudder Pedal adjustment is operative.	
	5. Recline Mechanism	C	-	0	(M)(O) May be inoperative provided: a) The seat is secured in the upright position, and b) The position is acceptable to the affected crewmember.	
	6. Armrest	C	-	0	(M) May be inoperative or missing provided: a) It doesn't hinder emergency egress, and b) It doesn't block access to the flight controls or restrict any other flight deck duties.	

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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3 ***	Non-Essential Equipment & Furnishings (NEF)	-	-	-	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
4 ***	Automatic Emergency Locator Transmitter (ELT)	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.	
		D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED position.	
	1. Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED position.	
	2. ELT Indicator Light	D	-	0		
	3. ELT Aural Alarm	D	-	0		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6	Emergency Medical Equipment					
	1. Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	
		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.	
***	Tamper Seals or Tags	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8	Cabin Storage Bin(s) and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the CLOSED position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8	Cabin Storage Bin(s) and Galley Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments, or closets, f) Passengers are briefed that affected bin, compartment or closet is not used. 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.	

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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

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

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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

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

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
15	Window Curtains	D	8	-	May be inoperative provided: a) Affected curtains are stowed in the full open position, or b) No more than one curtain on each cabin side is inoperative in closed or partially closed position.	
16	Smoke Goggles	D	2	1	May be inoperative or missing provided pilot-flying smoke goggles are operative.	
17	Cabin Card Table	D	1	0	(M) May be removed and seats occupied.	
		D	1	0	May be inoperative and seats occupied provided the table is in the stowed position.	
18 ***	HomeSafe Function	D	1	0	(M)(O) May be inoperative provided: a) "HOMESAFE" circuit breaker is pulled and collared, and b) Fuel shut off valve is open (if installed), and c) Brakes operate normally, and d) HomeSafe button is placarded inoperative, and e) Passengers are briefed before flight departure that HomeSafe function is inoperative. NOTE: "HSBK" message may be displayed on PFD.	

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TABLE KEY

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul 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. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	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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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
5	Rudder Trim	B	1	0	(M)(O) May be inoperative provided: a) The Rudder Trim tab is set to middle position between neutral and takeoff position, and b) Flight is conducted in VMC, and c) IAS is limited to 158 KIAS, and d) "RUD TRIM" circuit breaker is pulled and secured.	
6 ***	Stick Shaker	C	1	0	(M)(O) May be inoperative provided: a) "SHAKER" circuit breaker is pulled and collared, and b) The stall warning aural alert system is checked operative prior to each departure.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1	Low Fuel Level Annunciators (Left and Right)	C	2	0	(O) May be inoperative provided: a) All fuel quantity indicating systems are operative, and b) The fuel flow meter indicator is operative, and c) Each fuel tank is visually checked to be full of fuel before each flight.	
2	Fuel Flow and/or Fuel Used Indicators	C	1	0	May be inoperative provided: a) The Automatic Fuel Selector Function is operative, and b) Both Low Fuel Level Annunciators are operative, and c) Both Fuel Quantity Indicators are operative.	
3	Automatic Fuel Selector Function	B	1	0	(O) May be inoperative provided: a) Both Fuel Quantity Indicators are operative, and b) The Manual Tank Selector is operative, and c) The fuel tanks side is changed manually as required per POH, Section 3.	
4	SHIFT Push-Button	C	1	0	May be inoperative provided the Automatic Fuel Selector Function is considered inoperative (refer to item 28-3).	
5	Fuel pressure indication (Only for TBM700 or TBM850)	C	1	0	(O) May be inoperative provided "FUEL PRESS" red warning light/ CAS message is operative	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1	Pitot Heaters	B	2	-	May be inoperative provided: a) Flight is not conducted into visible moisture or into known or forecast icing conditions, and b) Not required by 14 CFR, and c) RVSM operations are prohibited.	
2	Stall Vane Heater	C	1	0	May be inoperative provided: a) Operations are not conducted into known or forecast icing conditions, and b) The Stall Warning System is checked operative.	
3	Inertial Separator System	C	1	0	(O) May be inoperative provided: a) The inertial separator is physically checked EXTENDED, and b) The switch/push button is checked to ON position, and c) The inertial separator is deactivated.	
4	Airframe De-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5	Propeller De-Ice System	C	1	0	(M)(O) May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6	Left Windshield Deicing System	C	1	0	(O) May be inoperative provided: a) Operations are not conducted into known or forecast icing conditions, and b) The Defog System is operative.	
7 ***	Right Windshield Deicing System	C	-	0	(O) May be inoperative provided: a) Operations are not conducted into known or forecast icing conditions, and b) The Defog System is operative.	

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AIRCRAFT: TBM – 700 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
8	Windshield Defog Function	C	1	0	May be inoperative in single-pilot configuration provided: a) Crew avoids any flight conducted into heavy precipitations or into known or forecast icing conditions, and b) Crew has a manual means to clear windshield of moisture. NOTE: Try to avoid high rate of descent.	
9	Cockpit Window Defog Function	C	1	0	May be inoperative provided crew has a manual means to clear window of moisture.	
10 ***	Automatic Ice Detection System	C	1	0	(O) May be inoperative provided: a) Manual deicing system is operative, and b) Manual operation of deicing system is performed by the pilot.	

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31. Indicating/Recording Systems

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

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4	PFD Stopwatch TMR Function (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	C	-	0	May be inoperative provided: a) Operations are conducted under VFR conditions, and b) Not required by 14 CFRs.	
		C	-	0	(O) May be inoperative provided an accurate timepiece is operative on the flightcrew compartment indicating the time in hours, minutes, and seconds. NOTE: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.	
5	MFD Display (Only for TBM930 or TBM940 or TBM960 or TBM980)	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Weather radar information and control are not required for the flight, and c) PFD1 display backup push button is set to "Reversionary Mode", and d) Operations are conducted under day VFR only.	
		C	-	-	Any MFD function in excess of those required by regulations may be inoperative provided alternate procedures are established and used.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
6	PFD2 (RH) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)	B	1	0	May be inoperative for single-pilot operation provided: a) MFD is operative, and b) Com2, Nav2, DME, Xpdr2 are not required by applicable regulation for the intended route. NOTE: The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.	
7	PFD2 (RH) Keys and Knobs (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)	D	-	-	Any PFD2 keys and/or knobs may be inoperative provided COM2 control knob is operative in dual pilot configuration.	
8	PFD2 (RH) (Only for TBM930 or TBM940 or TBM960)	B	1	0	May be inoperative for single-pilot operation provided: a) MFD is operative and, b) Both touchscreens controllers are operative, and c) Com2, Nav2, DME, Xpdr2 are not required by applicable regulations for the intended route. NOTE: The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.	
9	PFD2 (RH) Keys (Only for TBM930 or TBM940 or TBM960)	D	-	-	Any PFD2 keys may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
10	Control Wheels (Only for TBM900, TBM910, TBM930 or TBM940 or TBM960 or TBM980)					
	1. Dedicated Chronometer Management Switch	D	2	0		
11 ***	ECTM SD CARD (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)	C	1	0	(O) May be inoperative or missing provided alternate means is used to record engine exceedances and engine condition trend monitoring data if required.	
12 ***	1. FASTBOX	D	1	0	May be inoperative or missing.	
	2. Data Collection and Transmission Unit DCTU (Only for TBM960 or TBM980)	D	1	0	May be inoperative or missing.	
13	Display Reversion Pushbutton Backlighting (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	D	2	0		
14	PFD2 (RH) Display Backup Push Button (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	C	1	0	May be inoperative provided: a) PFD1 (LH) display backup push button, and b) Aircraft is operated from left seat.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lightning System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Instrument panel emergency lighting must be operative.	
2	Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	
3	Anti-Collision Beacon Light System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
4	Landings Lights	C	-	0	May be inoperative for operation from sunrise to sunset.	
		C	-	1	May be inoperative for night operations provided at least one landing light is operative.	
5	Navigation/Position Lights	C	-	0	May be inoperative for operations from sunrise to sunset.	
6	Taxi Lights	C	1	0	May be inoperative for operations from sunrise to sunset.	
		C	1	0	May be inoperative for night operations provided at least one Landing Light is operative.	
7	Wing Ice Light	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.	
8 ***	Landing Lights Pulse Mode	C	1	0	May be inoperative provided the pulse light system is turned off	
9	Navigation Lights				Deleted, Revision 4.	
10	Recognition Lights (Only for TBM900, TBM910, TBM930, TBM940 or TBM960 or TBM980)	C	2	0		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
11	Instrument Panel Emergency Lighting	A	2	0	May be inoperative provided: a) Operations are conducted under day VFR only, and b) Repairs are made within 1 flight-day.	
12	Strobe Light System	B	1	0	(O) May be inoperative for operations from sunrise to sunset. NOTE: The strobe light system is certified as the anti-collision light system.	

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<p>AIRCRAFT: TBM – 700 Series</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
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1	Primary Altimeter, Adjustable for Barometric Pressure (Only for TBM700 or TBM850 neither equipped with G1000)	B	-	1	May be inoperative on right side for operations not requiring a second-in-command. NOTE: For RVSM operations both Altimeters (AM-250) must be operative.	
2	Primary Airspeed Indicators (Only for TBM700 or TBM850 neither equipped with G1000)	B	-	1	May be inoperative on right side for operations not requiring a second-in-command.	
3	Primary Attitude Indication (Only for TBM700 or TBM850 neither equipped with G1000)					
***	1. EADI	B	-	0	May be inoperative for day VFR operations provided Standby Attitude Indicator is operative.	
***	2. ADI	B	-	0	May be inoperative for day VFR operations provided Standby Attitude Indicator is operative.	
4	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
5	Vertical Speed Indicators	B	2	1	May be inoperative unless required by 14 CFR.	
		B	2	0	Both may be inoperative for day VFR operations.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use (RVSM operations are prohibited), and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
***	1. Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
7	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
8	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) It is not used in a primary navigation system required by 14 CFR, and c) Alternate procedures are developed and used, and d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days.	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
9	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	
10	Radar Altimeter	C	1	0	May be inoperative provided procedures do not require its use.	
11	Distance Measuring Equipment (DME) Systems	D	1	0	Any in excess of those required by 14 CFR may be inoperative.	
12 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided procedures do not require its use.	
13	Radio Magnetic Indicator (RMI) (Only for TBM700 or TBM850 neither equipped with G1000)	C	1	0		
14	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, and b) Enroute operations do not require its use, and c) Repairs are made within 3 flight-days. NOTE: For RVSM operations the Altitude Alerting System must be operative.	
		C	-	0	May be inoperative provided not required by 14 CFR. NOTE: For RVSM operations the Altitude Alerting System must be operative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15	Non-Stabilized Magnetic Compass (Only for TBM700 or TBM850 neither equipped with G1000)	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination to two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques.	
16	Non-Stabilized Magnetic Compass/Standby Heading	B	1	0	May be inoperative provided: a) Operations are conducted under Day VFR, and b) Two independent stabilized direction indications are operative.	
17 ***	Traffic Advisory System (TAS)	C	-	0	(M) May be inoperative provided system is deactivated and secured.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18 ***	Traffic Alert and Collision Avoidance System (TCAS I)				Deleted, Revision 4.	
19 ***	Traffic Alert and Collision Avoidance System (TCAS II)				Deleted, Revision 4.	
	1. Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)				Deleted, Revision 4.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
19 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				Deleted, Revision 4.	
	2. Resolution Advisory (RA) Display System(s)				Deleted, Revision 4.	
	3. Traffic Alert Display System(s)				Deleted, Revision 4.	
20	Weather Radar/ Thunderstorm Detection Equipment	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.	
***	1. Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
21 ***	Multifunction Display KMD (Only for TBM700 or TBM850 neither equipped with G1000)	C	-	0		
22 ***	Terrain Awareness and Warning System (TAWS)					
***	1. Terrain Awareness and Warning System/Ground Proximity Warning System (TAWS/GPWS)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
***	2. Windshear Warning and Flight Guidance System (Reactive)				Deleted, Revision 4.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23 ***	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.	
***	1. 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 Out function that operates normally may be used.	

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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24	Standby Anemometer and Altimeter	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted under day VFR only, and b) Operations are not conducted into known or forecast over-the-top conditions, and c) Operations are not conducted into known or forecast icing conditions.	
25	Primary Attitude Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	B	2	1	One may be inoperative provided: a) Operations are conducted under day VFR only, and b) The operative AHRS is selected as altitude and heading source on both PFDs, and c) Standby attitude is operative, and d) Either VOR, GPS or visual landmark is available, and e) Autopilot is considered inoperative (refer to item 22-1), and f) RVSM operations are prohibited.	
		A	2	0	Both may be inoperative for single-pilot operations provided: a) Operations are conducted under day VFR only and in sights of the surface with adequate external reference to the horizon, and b) Standby attitude is operative, and c) Autopilot is considered inoperative (refer to item 22-1), and d) Flight is limited to FL 180, and e) Repairs are made within 3 flight-days, and f) RVSM operations are prohibited.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26	Primary Heading Indication (from AHRS) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	B	2	1	One may be inoperative provided: a) Operations are conducted under day VFR, and b) The operative AHRS is selected as altitude and heading source on both PFDs, and c) Standby heading is operative, d) Autopilot is considered inoperative (refer to item 22-1), and e) RVSM operations are prohibited.	
		C	2	1	One may be inoperative for single-pilot operations provided: a) The operative AHRS is selected as altitude and heading source on both PFDs, and b) Standby heading is operative, and c) Autopilot is considered inoperative (refer to item 22-1), and d) RVSM operations are prohibited.	
27	Primary Airspeed Indication (from ADC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	C	2	1	One may be inoperative provided: a) The operative ADC is selected as airspeed and barometric altitude source on both PFDs, and b) Standby airspeed is operative, and c) Autopilot is considered inoperative (refer to item 22-1), and d) RVSM operations are prohibited.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
28	Primary Barometric Altitude Indication (from ADC) (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	B	2	1	One may be inoperative provided: a) Flight in conducted under VFR, and b) The operative ADC is selected as airspeed and barometric altitude source on both PFDs, and c) Standby altitude indication is operative, and d) Autopilot is considered inoperative (refer to item 22-1), and e) RVSM operations are prohibited.	
29	MFD Control Unit (Keyboard) GCU (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
30	Control Wheel (Only for TBM900, TBM910, TBM930, TBM940 or TBM960 or TBM980)					
	1. Dedicated Transponder Ident Switch	D	2	0		
	2. Dedicated Stormscope Clear Switch	D	2	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31	Turn Indication	B	-	0	May be inoperative provided operations are conducted under day VFR.	
		C	-	1	Any in excess of one may be inoperative provided the operative turn indication is on the pilot-flying side.	
32	Slip Indication	B	-	0	May be inoperative provided operations are conducted under day VFR.	
		C	-	1	Any in excess of one may be inoperative provided the operative slip indicator is on the pilot-flying side.	
33	Outside Air Temperature (OAT) Indication	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted under day VFR, and b) Operations are not conducted into known or forecast icing conditions, and c) Weather reports indicate that at any point of the route intended to be flown, the OAT is within the airplane's operating temperature limitations, and d) Not required by 14 CFR. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34 ***	Flight Deck Information System					
	1. Flight Stream Data (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940)	D	-	0		
	2. GDL Datalink (Only for TBM960 or TBM980)	D	1	0		
35 ***	Synthetic Vision (Only for TBM700 or TBM850 equipped with G1000, or TBM900 or TBM910 or TBM930 or TBM940 or TBM960 or TBM980)	D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.	
36 ***	Angle of Attack (AOA) Indicator	C	1	0	(O) May be inoperative provided the stall warning aural alert system is checked operative prior to each departure. NOTE: ESP and USP functions may lose AOA protection functions.	
37 ***	Runway Monitoring Function	D	1	0		
38 ***	Electronic Check-List	D	-	0	May be inoperative, missing or out of currency provided an approved hard copy checklist is available and used.	
39 ***	Electronic Charts	D	1	0	May be inoperative provided paper charts are available and used.	
40 ***	PDF Viewer	D	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41 ***	Transponder (XPDR) Diversity	C	1	0	May be inoperative provided enroute operations do not require its use.	
42	G3000 PRIME Control Unit (Keyboard) GCU (Only for TBM980)	B	1	0	May be inoperative provided PFD1, MFD and SDU are fully operative.	
43	Touchscreen Function G3000 PRIME (Only for TBM980)	-	-	-	Refer to item 23-19.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1	Passenger Oxygen System	C	-	-	Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded "DO NOT OCCUPY".	
2	External Oxygen Pressure Gauge	C	1	0	(M) May be inoperative provided cockpit Oxygen Pressure Gauge is operative.	
3	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, and b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
4	Right Front Seat Oxygen Mask	C	1	0	May be inoperative for single-pilot configuration provided right forward seat is not occupied and seat is placarded "DO NOT OCCUPY". NOTE: Pilot seat's oxygen mask must be operative.	
5	Oxygen Cylinder Fill Port				Deleted, Revision 4.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1	Door Warning CAS Message or Annunciator (Large Door and Pilot Door)	B	1	0	(O) May be inoperative provided: a) The pilot confirms by visual inspection that the Large Door and Pilot Door are latched and secured in the CLOSED position and that the doors are not reopened again prior to departure, and b) The passengers are briefed prior to departure to remain seated with their seat belts fastened.	
2	Pilot Door Key Lock	D	1	0	May be inoperative provided the lock is set in the UNLOCKED position.	
		C	1	0	May be inoperative provided pilot door is considered inoperative (refer to item 52-13).	
3	Large Door Key Lock	D	1	0	May be inoperative provided the lock is set in the UNLOCKED position.	
4	Front Cargo Door Key Lock	D	1	0	May be inoperative in the UNLOCKED position provided door is checked closed and latched prior to each flight.	
5	Pilot Door Seal	C	1	0	May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative (refer to item 21-6).	
6	Large Door Seal	C	1	0	May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative (refer to item 21-6).	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
7	Emergency Exit Door Seal	C	1	0	May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization is considered inoperative (refer to item 21-6).	
8	Front Cargo Door Seal	D	1	0	May be damaged and/or inoperative provided door seal does not interfere with door operation.	
9 ***	Large Door Cable	C	2	0	(M)(O) May be inoperative or missing provided: a) It does not interfere with normal operation of the large door, and b) Manual operation of the large door is performed.	
10 ***	Large Door Automatic Operation System	C	1	0	(O) May be inoperative provided manual operation of the door is performed.	
11 ***	Large Door Handrail	C	1	0	(M) May be missing provided it does not interfere with normal operation of the large door and the large door retractable stairs.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
12	Large Door (Only if equipped with a pilot door)				Deleted, Revision 4.	
13 ***	Pilot Door	B	1	0	May be inoperative provided: a) Pilot door is closed, latched, and locked, and b) Pilot door is placarded "INOPERATIVE – DO NOT USE", placard being visible from outside.	
14	Front Cargo Door Gas Strut	D	1	0	(M) May be inoperative or missing provided precautions are taken when opening or closing the door.	
15	Large Door Gas Strut (Only if equipped with a pilot door)				Deleted, Revision 4.	
16	Emergency Exit Safety Pin	D	1	0	May be missing provided emergency door is fully operative.	

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56. Windows

Sequence No.	Item	1	2	3	4	Change Bar
1	Cabin Window Seal	C	-	0	May be damaged and/or inoperative provided cabin pressurization is considered inoperative (refer to item 21-6).	
2	Dimmable Windows (Only on TBM960 or TBM980)	D	7	0		

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61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
1 ***	Reverse Function	C	1	0	May be inoperative provided: a) All other power lever functions are fully operative, and b) Reverse function is placarded as inoperative.	
2	GND Feather Push Button (Only for TBM960 or TBM980)	C	1	0	(O) May be inoperative provided power lever is set to IDLE when GND feather push button is normally pushed.	
3	CAS Messages (TBM960)				Deleted, Revision 4.	
	CAS Message "FEATHER MISMATCH"				Deleted, Revision 4.	

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71. Powerplant

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

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1	Solenoid Valve (TBM850 Only)	C	1	0	(M)(O) May be inoperative provided: a) Torque Limiter is checked operative prior to each flight, and b) The power limited to 700 SHP, and c) A placard stating "850 OPERATION PROHIBITED" is installed on the instrument panel.	

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74. Ignition						
Sequence No.	Item	1	2	3	4	Change Bar
1	Ignition switch				Deleted, Revision 4.	
	1. "AUTO" position				Deleted, Revision 4.	
	2. "ON" position				Deleted, Revision 4.	

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76. Engine Control						
Sequence No.	Item	1	2	3	4	Change Bar
1	FADEC FAULT CAS MESSAGE (TBM 960)				Deleted, Revision 4.	
	CAS MESSAGE "FADEC FAULT - LMTD DISPATCH"				Deleted, Revision 4.	

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77. Engine Indicating

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