



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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: XX/XX/XXXX

Pilatus Aircraft LTD. PC-12/47E

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 5 DATE: XX/XX/XXXX			PAGE NO. I	
AIRCRAFT: PC-12/47E			TABLE OF CONTENTS AND CONTROL PAGE	
SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	5	XX/XX/XXXX
--	Table of Contents and Control Page	I	5	XX/XX/XXXX
--	Log of Revisions	II	5	XX/XX/XXXX
--	Highlights of Change	III thru V	5	XX/XX/XXXX
--	Definitions	VI	5	XX/XX/XXXX
--	Preamble	VII	5	XX/XX/XXXX
--	Guidelines for (M) and (O) Procedures	VIII thru XIV	5	XX/XX/XXXX
Section One	Line Replaceable Unit (LRU) Component Relief	1-1	5	XX/XX/XXXX
21	Air Conditioning	21-1 thru 3	5	XX/XX/XXXX
22	Autoflight	22-1	5	XX/XX/XXXX
23	Communications	23-1 thru 7	5	XX/XX/XXXX
24	Electrical Power	24-1	5	XX/XX/XXXX
25	Equipment/Furnishings	25-1 thru 8	5	XX/XX/XXXX
26	Fire Protection	26-1	5	XX/XX/XXXX
27	Flight Controls	27-1	5	XX/XX/XXXX
28	Fuel	28-1	5	XX/XX/XXXX
30	Ice and Rain Protection	30-1 thru 2	5	XX/XX/XXXX
31	Indicating/Recording Systems	31-1 thru 4	5	XX/XX/XXXX
32	Landing Gear	32-1	5	XX/XX/XXXX
33	Lights	33-1 thru 2	5	XX/XX/XXXX
34	Navigation	34-1 thru 12	5	XX/XX/XXXX
35	Oxygen	35-1	5	XX/XX/XXXX
38	Water/Waste	38-1	5	XX/XX/XXXX
45	Central Maintenance System	45-1	5	XX/XX/XXXX
46	Information Systems	46-1 thru 6	5	XX/XX/XXXX
52	Doors	52-1 thru 2	5	XX/XX/XXXX
56	Windows	56-1	3	02/05/2018
77	Engine Indicating	77-1	5	XX/XX/XXXX
79	Engine Oil	79-1	ORIGINAL	02/17/2009
Section Two	Crew Alerting System (CAS) Message Relief	2-1	5	XX/XX/XXXX
--	Statement Page	2-2	5	XX/XX/XXXX
--	CAS Messages	2-3 thru 2-11	5	XX/XX/XXXX

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. II

AIRCRAFT:
PC-12/47E

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	02/17/2009	ORIGINAL ISSUE.
1	06/02/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), pages 21-3, 28-1, 28 2, 31-1, 34-5, 34-12, 45-1, 46-2, 46-3, 52-2.
2	07/16/2012	Cover Page, Table of Contents, Log of Revisions, Control Page, Guidelines for (O) and (M) page IX, Guidelines for (O) and (M), pages XI, 21-2, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 25-1, 25-2, 25 6, 33-1, 33-2, 34-1, 34-4, 34-5, 46-1, 52-2.
2a	03/03/2014	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M) page XI, pages 25-3, 46-2, 46-3, 46-4.
2b	08/11/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, pages 23-2, 23-6, 25-4, 25-5, 30-1, 32-1, 33-1, 33-2, 34-2, 34-4, 35-1.
3	02/05/2018	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1, 23-2, 23-6, 24-1, 25-3, 31-1, 32-1, 34-5.
4	07/21/2021	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), Pages: 21-1 thru 2, 22-1, 23-1, 23-3, 23-5, 24-1, 25-1 thru 2, 25-5 thru 8, 27-1, 30-1, 33-2, 34-2 thru 3, 34-5, 34-7 thru 8, 35-1, 46-1.
5	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (O) and (M), Pages: 21-1 thru 3, 22-1, 23-7, 24-1, 25-3 thru 4, 25-8, 26-1, 27-1, 28-1, 30-1 thru 2, 31-1, 31-3 thru 4, 33-2, 34-1, 34-5 thru 6, 35-1, 46-1 thru 6, 52-1 thru 2, 77-1. Section Two, Pages 2-1 thru 2-11.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. III
AIRCRAFT: PC-12/47E	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 5**.

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.
IX thru XV	GUIDELINES FOR (M) AND (O) PROCEDURES – added and updated (M) and (O) procedures.
21-1	Item 1: Proviso c) modified. Item 1, A): Number installed modified.
21-2	Item 2, D): Proviso c) removed. Item 3: Added new relief. Item 5: Proviso c) removed. Renumbered remaining items.
21-3	Item 8: Added proviso.
21-4	Item 12: Moved to Section 2. Item 13: Added new relief.
22-1	Item 1: Added proviso and NOTE. Item 2: Modified proviso. Item 3: Modified NOTE.
23-7	Item 15: Added new relief.
24-1	Item 2: Added proviso.
25-3	Item 9: Removed AED relief.
25-4	Item 10: Updated relief.
25-8	Item 17: Updated flashlight relief.
26-1	Item 1: Modified proviso.
27-1	Item 4: Added new relief.
28-1	Item 2: Updated number required to dispatch.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. IV

AIRCRAFT:
PC-12/47E

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
28-2	Item 3: Moved to Section 2. Item 4: Moved to Section 2.
30-1	Item 4: Added new relief.
30-2	Item 7: Added number installed. Item 8: Added new relief.
31-1	Item 3, A): Moved to Section 2.
31-3	Item 6: Added new relief. Item 7: Added new relief.
31-4	Item 8: Added new relief. Item 9: Added new relief.
32-1	Item 2: Updated provisos.
33-2	Item 10: Changed sequence number to optional and changed repair category. Item 11: Changed repair category.
34-1	Item 2: Updated relief.
34-5	Item 10: Added new relief.
34-6	Item 11: Added relief.
34-13	Items 14, A) – E): Moved to Section 2.
35-1	Items 3: Updated relief.
45-1	Item 3: Moved to Section 2. Item 4: Moved to Section 2.
46-1	Item 1, A): Updated provisos.
46-2	Item 4, A): Added number installed.
46-3	Item 4, E): Revised number installed.
46-4	Item 4, G): Revised number installed. Item 5: Added additional relief.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. V
AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
46-5	Item 6: Added proviso. Item 7: Added new relief. Item 8: Added new relief. Item 9: Added new relief. Item 10: Added new relief.	
46-6	Item 11: Added new relief.	
52-1	Item 1: Added proviso.	
52-2	Item 5: Added number required for dispatch. Item 6: Added new relief.	
77-1	Item 1: Added new relief.	
Section Two	Added new section for CAS message relief.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. VI
AIRCRAFT: PC-12/47E		DEFINITIONS

Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at drs.faa.gov.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. VII
AIRCRAFT: PC-12/47E	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 PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA DRS website at drs.faa.gov.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. VIII

AIRCRAFT:
PC-12/47E**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-A	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-2-B	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-2-C	(O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 ft. MSL and that the ACS Emergency Shut Off Lever is PULLED.
21-2-D	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-3	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
21-4	(O) Operational procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-5	(O) Operational procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL. (M) Maintenance procedure to ensure the OFV is secured OPEN.
21-8	(M) Maintenance procedure to ensure the VCCS is deactivated.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. IX

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-9	<p>(O) Operations procedure to ensure flight is conducted at IOAT's above -15°C.</p> <p>(M) Maintenance procedure to ensure CB Cabin Heater and Underfloor Heater as well as Cabin Fan and Underfloor Fan are secured OPEN.</p> <p>(M) Maintenance procedure to ensure the Underfloor Heating System is operative and CB Cabin heater and Cabin Fan are secured OPEN.</p>
22-1	(O) Operational procedure to ensure that operations (i.e., RVSM) do not require its use.
22-3	(O) Operational procedure to ensure that at FL 200 the aircraft is flown only in balanced flight.
22-4	(O) Operational procedure to ensure that auto-throttle system is deactivated by opening mechanical circuit breaker CB_LG3 on the LH CB PNL FWD.
23-7-A	(O) Operational procedure to brief passengers via alternate means.
23-8	(O) Operational procedure to ensure a minimum of two LRCSs are operative.
23-11	(O) Operations procedure to ensure alternate procedures are established and used when SELCAL is inoperative.
23-11-A	(O) Operations procedure to ensure alternate procedures are established and used when SELCAL is inoperative.
23-12	(M) Maintenance procedure to deactivate the system.
25-7	<p>(M) Maintenance procedure to ensure procedures are established to secure Compartment CLOSED and properly PLACARD.</p> <p>(M) Maintenance procedure to ensure Door(s) is properly removed, Compartment is appropriately placarded, and crew is alerted.</p> <p>(O) Operations procedure to ensure Bin or Compartment is not used for storage and crew and passengers are alerted and briefed.</p>
25-9	(M) Maintenance procedure to ensure the EMK is sealed and placarding removed.
25-10	(O) Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
27-1	(O) Operational procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. X

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
27-2	(O) Operational 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 ensure CB Aileron Trim is secured OPEN. (O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.
27-4	(O) Operational procedure to visually check horizontal stabilizer trim for full range of travel.
28-1	(O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.
28-3	(O) Operational procedure to disconnect the Autopilot and detect a fuel imbalance.
28-4	(O) Operational procedure to ensure all Fuel Quantity Systems operate Normally when the LOW LEVEL FAULT SENSE white CAS message is displayed.
30-3	(M) Maintenance procedure to secure Separator OPEN and to ensure the Switch is ON.
30-6	(M) Maintenance procedure to verify one Heating Zone on left hand Windshield is operative.
31-2	(O) Operations procedure to log time via alternate means.
31-5	(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 brief passengers prior to takeoff and landing.
34-1-A	(O) Operations procedure to ensure Autopilot is not utilized.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. XI

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-3-B	<p>(O) Operations procedure to ensure alternate procedures are established and used.</p> <p>(O) Operations procedure to ensure alternate procedures are established and used and ATC authorization is obtained.</p> <p>(O) Operations procedure to ensure alternate procedures are established and used and ATC authorization is obtained.</p> <p>(O) Operations procedure to ensure alternate procedures are established and used.</p>
34-11	(O) Operations procedure to ensure requirements are met for flight without FMS.
34-11-A	(O) Operations procedure to ensure Aeronautical Charts are current and navigation fixes are verified prior to flight.
34-13-A	(M) Maintenance procedure to ensure System is deactivated and SECURED.
34-13-B	<p>(M) Maintenance procedure to ensure System is deactivated and SECURED.</p> <p>(M) Maintenance procedure to ensure System is deactivated and SECURED.</p>
34-13-D	(O) Operations procedure to ensure TA only mode is used.
34-13-E	(O) Operations procedure to ensure RA visual and audio functions are operative.
34-14-A-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-14-A-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-14-A-1-d	<p>(O) Operations procedure to ensure alternate procedures are established and used.</p> <p>(O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.</p>
34-14-A-1-e	<p>(O) Operations procedure to ensure alternate procedures are established and used.</p> <p>(O) Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.</p>
34-14-A-2	(O) Operations procedure to ensure alternate procedures are established and used.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. XII

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-14-B-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-14-B-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-14-B-1-d	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-14-B-1-e	(O) Operations procedure to ensure alternate procedures are established and used.
34-14-C-1	(O) Operations procedure to ensure alternate procedures are established and used.
35-1	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
38-1	(M) Maintenance procedure to ensure associated Components are deactivated or isolated and System Components do not have leaks. (M) Maintenance procedure to ensure associated Components are deactivated or isolated, System Components do not have leaks, and the Lavatory Door is secured CLOSED and properly placarded.
45-2	(O) Operations procedure to ensure alternate procedures to collect the data are established and used.
46-1-A	(M) Maintenance procedure to deactivate the Autopilot System and to ensure all Flight Controls function normally. (O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
46-2	(M) Maintenance procedure to ensure Pilot PFD and one MFD are operational.
46-3	(M) Maintenance procedure to ensure Pilot PFD and one MFD are operational.
46-4	(O) Operations procedure to ensure RNAV and FMS are not required. (O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-C	(O) Operations procedure to ensure RNAV and FMS are not required.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. XIII

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
46-4-D	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-E	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-F	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-4-G	(O) Operations procedure to ensure RNAV and FMS are not required.
46-4-H	(O) Operations procedure to ensure APEX S/W Build 7 or higher is installed, CCD is operational, and operations do not require its use.
46-6	(O) Operations procedure to ensure system is deactivated.
46-11-A	(O) Operations procedure to ensure alternate procedures are established and used.
46-11-B	(O) Operations procedure to ensure alternate procedures are established and used.
46-11-C	(O) Operations procedure to ensure alternate procedures are established and used.
	(M) Maintenance procedure to deactivate the power supply.
46-11-D	(O) Operations procedure to ensure alternate procedures are established and used.
	(M) Maintenance procedure to secure EFB hardware.
52-2	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
	(M) Maintenance procedure to ensure the OFV is secured OPEN.
52-3	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
	(M) Maintenance procedure to ensure the OFV is secured OPEN.
52-4	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
	(M) Maintenance procedure to ensure the OFV is secured OPEN.
52-5	(M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. XIV

AIRCRAFT:
PC-12/47E

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
52-7-A	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
52-7-B	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
52-7-C	(O) Operations procedure to visually check for proper indications that the affected door(s) are latched prior to each departure.
56-1	(O) Operations procedure to ensure flight is conducted unpressurized and below 10,000 ft. MSL.
	(M) Maintenance procedure to ensure the OFV is secured OPEN.
79-1	(O) Operational procedure to visually check oil quantity prior to flight.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. 1-1
AIRCRAFT: PC-12/47E	LRU COMPONENT RELIEF

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 21-1

AIRCRAFT:
PC-12/47E

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.	Air Cycle System	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) ECS or ACS (as applicable) Emergency Shut Off LEVER is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures. 	
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.	Cabin Pressurization Control System					
A)	Cabin Pressurization Control Unit (CPCU)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, and c) OFV remains OPEN. 	
B)	Emergency Dump Function	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, and c) OFV remains OPEN. 	
(Continued)						

REVISION NO. 5

PAGE NO. 21-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
2.	Cabin Pressurization Control System (Cont'd)					
C)	Cabin Pressure Outflow Valve (OFV)	B	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) ACS Emergency Shut Off Lever is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	
D)	Cabin Pressure Relief Valve (CPRV)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 ft. MSL.	
3.	Cabin Altitude Warning System	C	1	0	May be inoperative provided the flight is not conducted above 10,000 ft. MSL.	
		D	1	0	(O) May be inoperative provided: a) Flight is operated unpressurized, and b) Flight is conducted at or below 10,000 ft. MSL.	
4.	Cabin Differential Pressure Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, and c) OFV remains OPEN.	
5	Cabin Altitude Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 ft. MSL.	

REVISION NO. 5

PAGE NO. 21-3

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
6.	Temperature Control System (Ground ECS Mode)	D	1	0		
7.	Cabin Or Cockpit Temperature Indication (MFD)	C	1	0		
8. ***	Vapor Cycle Cooling System (VCCS)	D	1	0	(M) May be inoperative provided the VCCS is deactivated.	
9.	Auxiliary Heating System	C	1	0	(M)(O) Auxiliary Cabin and Underfloor Heating may be inoperative if the flight is conducted at IOAT's above -15°C.	
		C	1	0	(M) Auxiliary Cabin Heating may be inoperative provided the Underfloor Heating System is operative.	
10. ***	Auxiliary Electric Battery Heater System	C	1	0		
11. ***	Auxiliary Electric Engine Heater System	C	1	0		
12. ***	Electric Foot Warmer System	C	1	0		
13.	ECS Ground Mode Function	D	1	0	May be inoperative.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 22-1

AIRCRAFT:
PC-12/47E

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Autopilot is deactivated, b) AFM limitations are observed, c) Operations do not depend on its use, and d) The flight is conducted under VFR for single pilot operations. 	
					NOTE: Yaw damper will be inoperative after autopilot deactivation.	
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) The operative one is on the pilot flying side, and b) Approach minimums do not require the use of the Autopilot. 	
		B	2	0	May be inoperative provided Autopilot is not used (refer to item 22-1).	
3.	Yaw Damper	C	1	0	(O) May be inoperative provided autopilot is not used (refer to item 22-1).	
					NOTE: (For MSN 545, 1001 - 1719, 1721 - 1942) above FL 200 the aircraft must be flown only in balanced flight (slip ball centered +/-1 ball). For MSN 1720, 2001 and up, above FL155 the aircraft must be flown only in balanced flight (slip-skid indicator +/-1 trapezoid) and above 140 KIAS (if practical). Use of the Prop Low Speed function (if installed) with flaps retracted configuration is not permitted.	
4.	Auto-throttle	C	1	0	(O) May be inoperative provided the system is deactivated.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 23-1

<p>AIRCRAFT: PC-12/47E</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
--------------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.	
A)	MMDR (Communication)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
2.	Cockpit Speakers	C	2	-	May be inoperative provided: <ol style="list-style-type: none"> a) One headset is operative and used by each flightcrew member, 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 Emergency System is operative.	
B)	Emergency System	B	1	0	May be inoperative provided Normal System is operative.	
4.	Voice Activated Interphone System	C	1	0		
5.	Control Yoke Press To Talk Switches	C	2	0	May be inoperative provided Hand Mike on affected side is operative.	

REVISION NO. 5

PAGE NO. 23-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
6.	Static Wicks	C	-	0	May be inoperative provided no communication equipment is required for the flight.	
					Following applies if communications are required for the flight.	
A)	Left Winglet	C	2	1		
B)	Right Winglet	C	2	1		
C)	Rudder	C	3	1		
D)	Stinger	C	1	1		
E)	Left Elevator	C	2	1		
F)	Right Elevator	C	2	1		
7.	Passenger Address System (PA)					
A)	Passenger Configuration	B	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 operate normally may be used.	
		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 operate normally may be used.	
(Continued)						

REVISION NO. 5

PAGE NO. 23-3

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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.	Passenger Address System (PA) (Cont'd)					
B)	Cargo Configuration	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.	
8.	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) The 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. 	

REVISION NO. 5

PAGE NO. 23-4

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
9.	Hand Microphones				Deleted, Revision 3. (included in item 23-13, Revision 2)	
10.	Oxygen Mask Microphones	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11. ***	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.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 23-5

AIRCRAFT:
PC-12/47E

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
12.	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 ELT's	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided 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		
E) ***	ELT Aural Alarm	D	-	0		

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 23-6

AIRCRAFT:
PC-12/47E

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
13.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (HOLDER OF AN 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 within 3 flight-days.	
		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.	
		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.	
D)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

REVISION NO. 5

PAGE NO. 23-7

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
14.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
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.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
D)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
15.	Datalink	D	1	0	May be inoperative provided that procedures do not require its use.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 24-1

AIRCRAFT:
PC-12/47E

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.	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR part 135 IFR passenger carrying operations.	
2.	Generator	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted VFR, b) Flight is not conducted in known or forecast icing conditions, c) Operations do not require its use, and d) Flight is conducted above -15°C IOAT. 	
3.	External Power System	D	1	0	May be inoperative.	

REVISION NO. 5

PAGE NO. 25-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>	
3.	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.	
4.	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar. 	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 25-2

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5.	Armrests					
A)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and Seat occupied provided: <ol style="list-style-type: none"> a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position. 	
B)	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.	
6.	Seat Belt/Air Bag Restraint Systems					
A)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
B)	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
7. ***	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 25-3

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
9.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: <ul style="list-style-type: none"> a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>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.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
A) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

REVISION NO. 5

PAGE NO. 25-4

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E**TABLE KEY**

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10.	First Aid Kit and/or Associated Equipment				(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. 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.	
		D			Any in excess of those required by 14 CFR may be incomplete or removed.	
A)	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
11.	Pilot Seat(s)					
A)	Vertical Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
B)	Fore and Aft Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
					NOTE: Rudder Pedal Adjustment must be operative.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 25-5

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment, or closet CLOSED, 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 item(s) except for those permanently affixed. <p>NOTE: For overhead bins, if no Partitions are installed, the entire Overhead Storage Compartment is considered one bin and inoperative.</p> <p>(Continued)</p>	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 25-6

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: <ul 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 or Compartment is not used for storage of any items, except those permanently affixed, d) Associated Bin or Compartment is prominently placarded DO NOT USE, e) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and f) Passengers are briefed that associated Bin or Compartment is not used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.</p>	
A) ***	Storage Compartment Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 25-7

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • 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	-	-	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.	
14.	Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
15.	"Fasten Seat Belt While Seated" Sign or Placards	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.	

REVISION NO. 5

PAGE NO. 25-8

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
16.	Cockpit Smoke Vision System	D	-	0	May be inoperative or missing.	
17.	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 or is removed from the aircraft, and c) Location placarding is removed or obscured. 	
		D			Any in excess of those required for the intended flight may be inoperative or missing.	
A) ***	Tamper Seals or Tags	C			(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 26-1

AIRCRAFT:
PC-12/47E

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	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. 	
A) ***	Tamper Seals or Tags	C			NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. (O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 27-1

<p>AIRCRAFT: PC-12/47E</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
--------------------------------	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indication (MFD)	C	1	0	(O) May be inoperative provided: a) Prior to each flight, 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.	Triple Trim Indication (MFD)	C	1	-	(O) May be inoperative provided: a) Prior to each flight all Flight Control Trim Tabs are verified to operate normally, and b) Prior to each takeoff, Trim Tabs are visually checked for proper position.	
3.	Aileron Trim	C	1	-	(M)(O) May be inoperative provided: a) The 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.	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 departure.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 28-1

AIRCRAFT:
PC-12/47E

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indication (L/R) (Analogue)	B	2	0	(O) Indication may be inoperative provided: <ul style="list-style-type: none"> a) The aircraft is fueled to maximum, b) The 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>	
		B	2	1	(O) One indication (L or R) may be inoperative provided: <ul style="list-style-type: none"> a) Triple Trim indication 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>	
2.	Fuel Flow/Fuel Used System (Digital)	C	1	0-	May be inoperative provided analogue Fuel Quantity Systems operate normally.	

REVISION NO. 5

PAGE NO. 30-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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 De-Ice System	B	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: a) The inertial separator switch is set to the OPEN position, b) The Pusher ice mode function is confirmed to be operative, and c) AFM limitations for operation with inertial separator OPEN are observed.	
4.	Inertial Separator - Position Indication System	B	1	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.	
5.	Probes Heat	C	2	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Flight is conducted VMC.	
6.	Pitot and Static Heat	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Flight is not conducted into known or forecast icing conditions.	

REVISION NO. 5

PAGE NO. 30-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
7.	Windshield Heating	B	1	-	(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the Left Hand Windshield is verified to be operative.	
8.	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 forecasted icing conditions.	

REVISION NO. 5

PAGE NO. 31-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	2	0	May be inoperative for VFR.	
2. ***	Flight Hour Recorder	C	1	0	(O) Operations procedure to log time via alternate means.	
3.	Monitoring Warning System Channels (MWF A&B) (FAS, CAS And AWS)	A	2	1	One may be inoperative provided repairs are made within 2 flight-days	
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
***	FDR System	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

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

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
***	Lightweight Data Recorder LDR (MSN 1001 and up)	A	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) CVR operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators MEL unless: <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. <p>NOTE: LDR is also referred to as CVFDR.</p>	
	FDR Recording Parameters required by 14 CFR	A	-	-	<p>Up to three recording parameters may be inoperative provided:</p> <ul style="list-style-type: none"> a) CVR operates normally, and b) Repairs are made within 20 calendar-days. 	
	FDR Recording Parameters not required by 14 CFR	A	-	-	<p>May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.</p>	
					(Continued)	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 31-3

AIRCRAFT:
PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
	FDR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
***	FDR System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable regulations.	
5.	Flight Data Acquisition, Storage and Transmission System (FAST)	D	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Central maintenance system engine trend condition and monitoring system is operative, or b) Alternate procedures to collect the data are established and used for IFR passenger carrying operations. 	
6. ***	Quick Access Recorder	D	1	0	May be inoperative provided procedures do not require its use.	
7.	Lightweight Data Recorder	D	1	0	May be inoperative.	
					NOTE: Also referred to as CVFDR.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 31-4

AIRCRAFT:
PC-12/47E

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
8.	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.	
9.	Master CAUTION Pushbutton	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.	

REVISION NO. 5

PAGE NO. 32-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake	C	1	0	(O) Operations procedure to prevent aircraft movement.	
2. ***	Anti-Skid System	C	1	0	(M)(O) May be inoperative provided: <ul 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. 	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 33-1

AIRCRAFT:
PC-12/47E

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on an emergency bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciator/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
2.	Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	
3. ***	Anti-Collision Beacon Light System	C	1	0		
4.	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 Recognition Lights are installed and operative and provided the Taxi Light is operative.	

REVISION NO. 5

PAGE NO. 33-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Position Lights	C	1	0	May be inoperative provided system is not required by 14 CFR."	
6.	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.	
7.	Wing Icing Detection Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	-	1	May be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
8. ***	Passenger Lighted Information Sign	C	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.	
9.	Cockpit Dome Lighting	C	2	-	One may be inoperative for night operations and both may be inoperative for other than night operations.	
10. ***	Recognition Light (Pulsing)	D	-	0		
11. ***	Logo Lights	D	-	0		
12.	Anti-Collision Strobe System	B	2	1		

REVISION NO. 5

PAGE NO. 34-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Primary Flight Display (PFD) System Channels	B	2	1	One may be inoperative provided ESIS is operative.	
A)	Primary Flight Display (PFD) Attitude Heading Reference System (AHRS) Channels	B	2	1	(O) One may be inoperative provided ESIS is operative and Autopilot is considered inoperative.	
B)	Primary Flight Display (PFD) Air Data System Channels	B	2	1	One may be inoperative provided ESIS is operative. NOTE: Both Altimeter Indicating Channels and ESIS Altimeter must be operative for operation in RVSM airspace.	
2.	Electronic Standby Instrument System (ESIS)	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.	
3.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
3.	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)					
A)	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit. 	
B)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) It is not required by 14 CFR. <p>NOTE: Any ADS-B function that operates normally may be used.</p>	
		D	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Enroute operations do not require its use, and b) It is not required by 14 CFR. <p>NOTE: Any ADS-B function that operates normally may be used.</p>	
		C	-	1	One must be operative as required by 14 CFR. <p>NOTE: Any ADS-B function that operates normally may be used.</p>	
(Continued)						

REVISION NO. 5

PAGE NO. 34-3

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E**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
3.	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)					
B)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

REVISION NO. 5

PAGE NO. 34-4

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E**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
4.	ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route may be inoperative. NOTE: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability.	
		C	-	0	May be inoperative provided permission is obtained from the ATC authority having jurisdiction over the planned route of flight. NOTE 1: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability. NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace. Refer to flight into RVSM airspace.	
5.	Navigation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A)	GPS	C	1	-	Any in excess of those required by 14 CFR may be inoperative.	
B)	MMDR (VOR/ILS, ADF)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
C)	Distance Measuring Equipment (DME) Systems	D	1	-	May be inoperative provided: a) Not required by 14 CFR, and b) Autopilot is disengaged at or above 400 ft. AGL.	
D)	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	

REVISION NO. 5

PAGE NO. 34-5

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6.	Radar Altimeter	C	1	0	May be inoperative provided Autopilot is disengaged at or above 400 ft. AGL.	
7.	Altitude Pre-Select	C	1	0	May be inoperative provided Altitude Alerting System is considered inoperative.	
8.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, i.e., RVSM do not require its use.	
9.	Standby Magnetic Direction Indication	B	-	0	May be inoperative provided that both PFD Heading Sources/Channels and indication are operative.	
		C	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Both PFD heading sources/channels and indication are operative, and b) Electronic Standby Indicator System is installed and operative. 	
10.	Stabilized Direction Indication	C	-	0	Any in excess of one may be inoperative for single pilot operations provided: <ol 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. <ol style="list-style-type: none"> a) Operations are conducted under day VFR, b) The Stabilized Direction Indication is displayed at each required pilot's station, and c) Magnetic/Standby Compass is operative. 	

REVISION NO. 5

PAGE NO. 34-6

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
11.	Flight Management System (FMS)	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 developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is required within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
12.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 34-7

AIRCRAFT:
PC-12/47E

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
13.	Traffic Alert and Collision Avoidance System					
A)	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.	
B)	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.	
C)	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 flying pilot side.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-8

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
14.	Traffic Alert and Collision Avoidance System (Cont'd)					
D)	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.	
E)	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.	
F)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS	
G)	Airspace Selection Function	C	-	0		

REVISION NO. 5

PAGE NO. 34-9

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
14.	Terrain Awareness and Warning System (TAWS)					
A)	Class A TAWS Equipment Required					
1)	Ground Proximity Warning System (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.	
a)	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.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-10

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
A)	Class A TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e) ***	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: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	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.	
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
(Continued)						

REVISION NO. 5

PAGE NO. 34-11

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E**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
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required					
1)	Ground Proximity Warning System (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.	
a)	Modes 1 & 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.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c) ***	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

REVISION NO. 5

PAGE NO. 34-12

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required (Cont'd)					
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
C)	Class C TAWS Equipment					
1) ***	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.	

REVISION NO. 5

PAGE NO. 35-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	-	-	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 ft. MSL.	
		C	-	-	(O) Not required by 14 CFR.	
2.	External Oxygen Pressure Gauge	C	1	0	May be inoperative provided the 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, 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.	
A) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 38-1

AIRCRAFT:
PC-12/47E

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 (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. NOTE: Any portion of the System which operates normally may be used.	
		C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated Components are deactivated or isolated to prevent leaks, b) The pilot in command will determine if flight duration is acceptable with a Lavatory unusable, and c) Associated Lavatory Door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. 45-1			
AIRCRAFT: PC-12/47E		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
45. Central Maintenance System					
Sequence No.	Item	1	2	3	4 Change Bar
1.	Central Maintenance Computer (CMC)	D	1	0	
2.	Engine Trend Condition and Monitoring System	D	1	0	(O) May be inoperative for IFR passenger carrying operations provided alternate procedures to collect the data are established and used.

REVISION NO. 5

PAGE NO. 46-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E**TABLE KEY**

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Modular Avionics Unit (MAU)					
A)	Actuator Input/Output Processor (AIOP) Module Channels	B	2	1	(M)(O) One may be inoperative provided: a) Autopilot is considered inoperative, b) Yaw damper is considered inoperative, c) Autothrottle (if installed) is considered inoperative, d) Associated flight management system (FMS) is considered inoperative, e) Flight director is not part of the equipment required for intended operation, f) Flight is conducted unpressurised, and g) Flight is conducted in day VFR	
B)	Advanced Graphics Module (AGM) Channels	C	2	1	One may be inoperative provided: a) Reversionary modes are operative, b) ESIS is operative, and c) Standby Compass is operative (if installed).	
2. ***	Display Units (4 Display Configuration)	B	4	2	(M) Two displays may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) Reversionary modes are operative, c) ESIS is operative, d) Standby Compass is operative (if installed), and e) Operation does not require second in command.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 46-2

AIRCRAFT:
PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
3.	Display Units (3 Display Configuration)	B	3	2	(M) One display may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) ESIS is operative, and c) Standby Compass is operative (if installed).	
4.	Multifunction Controller (MFC)	A	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made within 1 flight-day.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
A)	MFC Shortcut Control Keys (Two Top Push Button Rows)	D	12	0	May be inoperative.	
B)	MFC Secure Digital Data Card Slot	C	1	0	May be inoperative provided navigation database requires no update.	
C)	MFC Joystick	B	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Procedures do not require FMS use.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
(Continued)						

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 46-3

AIRCRAFT:
PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
D)	MFC Detail and Enter Keys (Next To Joystick)	D	-	0		
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
E)	MFC Arrow Keys	A	4	0	May be inoperative provided MFC Joystick is operative and repairs are made within 2 flight-days.	
		C	4	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
F)	MFC Page and MFD Keys (Alphanumeric Keyboard)	A	-	0	May be inoperative provided repairs are made within 2 flight-days.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
(Continued)						

REVISION NO. 5

PAGE NO. 46-4

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
G)	MFC Alphanumeric Keys	A	46	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made with 2 flight-days.	
		C	46	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
H)	MFC Weather Radar Control	C	1	0	As required by 14 CFR (Reference 34-12).	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
5.	Cursor Control Device (CCD)					
	(MSN 545, 1001 - 1719, 1721 - 1942) ***	C	-	0	May be inoperative provided Multifunction Controller is operative.	
	(MSN 1720, 2001 and up)	C	1	0	May be inoperative provided Touch Screen Controller (TSC) is operative.	
6. ***	Wireless Data Loading/Downloading System	D	1	0	(O) May be inoperative provided the system is deactivated.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 46-5

AIRCRAFT:
PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
7.	Touch Screen Controller	C	1	0	May be inoperative provided: a) Cursor Control Device (CCD) is operative, b) Reversionary modes are operative c) Both MFDs are operative, and d) Operations do not require its use.	
8.	TSC MFD Swap and Event Shortcut Keys	D	2	0	May be inoperative.	
9. ***	TSC Datalink Shortcut Key	D	1	0	May be inoperative providing procedures do not require its use.	
10.	TSC – DU Scroll bezel	C	2	0	May be inoperative provided Cursor Control Device (CCD) is operative.	
11. ***	Electronic Flight Bag (EFB) Systems					
A) ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
B) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
(Continued)						

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 46-6

AIRCRAFT:
PC-12/47E

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
C) ***	Power Supply/ Power Connection	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, M symbol and this NOTE should not appear in the MMEL.	
		D	-	0	May be inoperative provided procedures do not require its use.	
D) ***	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.	

REVISION NO. 5

PAGE NO. 52-1

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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.	Cargo Door Closing Mechanism (Gas Strut)	C	1	0	May be inoperative.	
2.	Cabin Door Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 ft. MSL, and c) OFV remains OPEN.	
3.	Cargo Door Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 ft. MSL, and c) OFV remains OPEN.	
4.	Emergency Exit Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 ft. MSL, and c) OFV remains OPEN.	

REVISION NO. 5

PAGE NO. 52-2

DATE: XX/XX/XXXX

AIRCRAFT:
PC-12/47E

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
5.	Door Key Locks	D	2	0	(M) May be inoperative provided Lock is in the UNLOCKED position secured.	
6.	Cargo Door Closing Mechanism (Electric Motor)	C	1	0	May be inoperative.	
7.	CAS Warning Annunciations					
A)	Passenger Door	C	1	0	(O) May be inoperative provided: a) A flightcrew member 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.	
B)	Pax + Cargo Door	C	2	0	(O) May be inoperative provided: a) A flightcrew member confirms by visual inspection that the doors are latched prior to each departure, and b) The pax door locking pin at the handle is verified to be engaged by ground crew.	
C)	Cargo Door	C	1	0	(O) May be inoperative provided a flightcrew member confirms by visual inspection that the door is latched prior to each departure.	

REVISION NO. 3
DATE: 02/05/2018

PAGE NO. 56-1

<p>AIRCRAFT: PC-12/47E</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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56. Windows

Sequence No.	Item	1	2	3	4 Change Bar
1.	DV-Window Seal	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 ft. MSL, and c) OFV remains OPEN.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST				
REVISION NO. 5 DATE: XX/XX/XXXX		PAGE NO. 77-1				
AIRCRAFT: PC-12/47E		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
77. Engine Indicating						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Trend Condition and Monitoring System	D	1	0	May be inoperative.	

REVISION NO. Original

PAGE NO. 79-1

DATE: 02/17/2009

AIRCRAFT:
PC-12/47E

TABLE KEY

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	Change Bar
1.	Engine Oil Level Annunciator (Dip-Stick)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 5 DATE: XX/XX/XXXX	PAGE NO. 2-2
AIRCRAFT: PC-12/47E	STATEMENT PAGE

1. Section Two of the MMEL will list only Crew Alerting System (CAS) Messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-3

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ACMF Logs Full (Advisory)	C	May be displayed.	
ACMF Logs>80% Full (Advisory)	C	May be displayed.	
ADC A Fail (Caution)	B	May be displayed for single pilot operations provided: <ul style="list-style-type: none"> a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS B Fail" caution CAS message is not displayed. 	
	C	May be displayed for single pilot operations provided: <ul style="list-style-type: none"> a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS B Fail" caution CAS message is not displayed. 	
ADC B Fail (Caution)	B	May be displayed for single pilot operations provided: <ul style="list-style-type: none"> a) ADAHRS channel A is selected as source for C pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS B Fail" caution CAS message is not displayed. 	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-4

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ACMF Logs Full (Advisory)	C	May be displayed.	
ACMF Logs>80% Full (Advisory)	C	May be displayed.	
ADC A Fail (Caution)	B	May be displayed for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS B Fail" caution CAS message is not displayed.	
	C	May be displayed for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS B Fail" caution CAS message is not displayed.	
ADC B Fail (Caution)	B	May be displayed for single pilot operations provided: a) ADAHRS channel A is selected as source for co-pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS A Fail" caution CAS message is not displayed.	
(Continued)			

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-5

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADC B Fail (Caution) (Cont'd)	C	May be displayed for single pilot operations provided: a) ADAHRS channel A is selected as source for co-pilot PFD, b) Flight is conducted under VFR, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, and e) "AHRS A Fail" caution CAS message is not displayed.	
ADS-B In Fail (Advisory)	-	May be displayed provided: a) Flight director is not part of the equipment required for intended operation, b) Autopilot is considered inoperative, and c) Autothrottle (if installed) is considered inoperative.	
AFCS Fault (Advisory)	B	May be displayed provided: a) Flight director is not part of the equipment required for intended operation, b) Autopilot is considered inoperative, and c) Autothrottle (if installed) is considered inoperative.	
AGM 1 Fail (Advisory)	-	May be displayed provided advanced graphics module (AGM) channel 1 is considered inoperative.	
AGM 2 Fail (Advisory)	-	May be displayed provided advanced graphics module (AGM) channel 2 is considered inoperative.	
AGM1 DB Error (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM1 DB Old (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM1+2 DB Error (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM1+2 DB Old (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM1/FMS1 GFP Inop (Status)	C	May be displayed provided: a) Enroute navigation does not require use of graphical flight planning, and b) Procedures do not require use of graphical flight planning.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-6

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AGM1/FMS1+2 GFP Inop (***) (Status)	C	May be displayed provided: a) Enroute navigation does not require use of graphical flight planning, and b) Procedures do not require use of graphical flight planning.	
AGM1/FMS2 GFP Inop (***) (Status)	C	May be displayed provided: a) Enroute navigation does not require use of graphical flight planning, and b) Procedures do not require use of graphical flight planning.	
AGM2 DB Error (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM2 DB Old (Status)	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-10A.	
AGM2/FMS1 GFP Inop (Status)	C	May be displayed provided: a) Enroute navigation does not require use of graphical flight planning, and b) Procedures do not require use of graphical flight planning.	
AGM2/FMS1+2 GFP Inop (***) (Status)	C	May be displayed provided: a) Enroute navigation does not require use of graphical flight planning, and b) Procedures do not require use of graphical flight planning.	
AHRS A Fail (Caution)	B	May be displayed for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR, c) Magnetic standby compass is operative, and d) "ADC B Fail".	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-7

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AHRS B Fail (Caution)	B	May be displayed for single pilot operations provided: a) ADAHRS channel A is selected as source for co-pilot PFD (if installed), b) Flight is conducted under VFR, c) Magnetic standby compass is operative, and d) "ADC A Fail" caution CAS message is not displayed.	
AIOP A Module Fail (Advisory)	-	May be displayed provided actuator input/output processor (AIOP) A module is considered inoperative.	
AIOP B Module Fail (Advisory)	-	May be displayed provided actuator input/output processor (AIOP) B module is considered inoperative.	
AP Fail (Advisory)	-	May be displayed provided autopilot is considered inoperative.	
AT Fail (***) (Advisory)	-	May be displayed provided auto-throttle is considered inoperative.	
ATC Datalink Fail (***) (Caution)	-	May be displayed provided datalink is considered inoperative.	
Aural Warning Fault (Advisory)	C	May be displayed.	
Autopilot Fail (Advisory)	-	May be displayed provided autopilot is considered inoperative.	
Cargo Door	-	See 52-7-C for relief information.	
CIO 1 Fail (Advisory)	-	May be displayed provided: a) Datalink is considered inoperative, and b) ADS-B In is considered inoperative.	
CPCS Fault (Caution)	-	May be displayed provided cabin pressurization system is considered inoperative.	
CPCS Fault (Status)	C	May be displayed.	
Check DU 2 (Caution)	-	May be displayed provided upper MFD (display unit 2) is considered inoperative.	
Check DU 3 (Caution)	-	May be displayed provided lower MFD (display unit 3) is considered inoperative.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-8

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Check DU 4 (***) (Caution)	-	May be displayed provided copilot PFD (display unit 4) is considered inoperative.	
DME 1 Fail (Caution)	C	(O) May be displayed provided: a) DME 1 is not required for any segment of the intended flight route, and b) Alternate procedures are established and used, where applicable.	
EPECS TLD (Status)	A	May be displayed provided repairs are made within 35 flight-hours.	
Engine Log Full (Advisory)	C	May be displayed.	
Engine Log>80% Full (Advisory)	C	May be displayed.	
FCMU Fault (Status)	B	(O) May be displayed provided: a) The aircraft is fueled to maximum, b) The 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. Note: FUEL RESET is not possible.	
FD Fail (Advisory)	B	May be displayed provided: a) Flight director is not part of the equipment required for intended operation, and b) Autopilot is considered inoperative.	
FLT CTRL Ch B Fail	C	May be displayed.	
FMS Fail (***) (Advisory)	-	May be displayed provided flight management system (FMS) is considered inoperative.	
FMS1 Fail (***) (Advisory)	-	May be displayed provided flight management system (FMS) 1 is considered inoperative.	
FMS1+2 Fail (***) (Advisory)	-	May be displayed provided flight management system (FMS) 1 and 2 are considered inoperative.	
FMS2 Fail (***) (Advisory)	-	May be displayed provided flight management system (FMS) 2 is considered inoperative.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-9

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Flight Director Fail (Advisory)	B	May be displayed provided: a) Flight director is not part of the equipment required for intended operation, and b) Autopilot is considered inoperative.	
Fuel Filter Replace (Status)	A	May be displayed provided repairs are made within 150 flight-hours.	
GPS 1 Fail (Advisory)	C	(O) May be displayed provided: a) GPS 1 is not required for any segment of the intended flight route, and b) Alternate procedures are established and used, where applicable.	
GPS 2 Fail (***) (Advisory)	C	(O) May be displayed provided: a) GPS 1 is not required for any segment of the intended flight route, and b) Alternate procedures are established and used, where applicable.	
Generator 1 Off (Caution)	-	May be displayed provided generator 1 is considered inoperative.	
LH OAT Fail (Advisory)	C	May be displayed provided: a) Single pilot operations are not conducted, b) Operations are not conducted in known or forecasted icing conditions, and c) Operations are conducted under VFR.	
Low Lvl Sense Fault (Status)	C	May be displayed provided: a) Both fuel quantity indications are operative, and b) Fuel flow/fuel used system is operative.	
MF CTRL Fail (Advisory)	-	May be displayed provided multi-function controller (MFC) is considered inoperative.	
MMDR 2 Fail (Caution)	C	(O) May be displayed provided: a) COM 2 is not required, b) NAV 2 is not required for any segment of the intended flight route, c) Datalink (if installed) is considered inoperative, and d) Alternate procedures are established and used, where applicable.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-10

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Maint Memory Full (Status)	D	May be displayed.	
Maintenance Fail (Advisory)	D	May be displayed.	
No Engine Trend Store (Status)	C	May be displayed.	
Passenger Door	-	See 52-7-A for relief information.	
Pax + Cargo Door	-	See 52-7-B for relief information.	
PROC 1 Fail (TAWS Class A installed) (Advisory)	-	May be displayed provided: a) Datalink is considered inoperative, and b) Terrain awareness warning system (Class A TAWS) is considered inoperative.	
PROC 1 Fail (TAWS Class B installed) (Advisory)	-	May be displayed provided: a) Datalink is considered inoperative, and b) Terrain awareness warning system (Class B TAWS) is considered inoperative.	
RA 1 Fail (Caution)	-	May be displayed provided datalink is considered inoperative.	
RAAS Fail (***) (Advisory)	-	May be displayed provided runway awareness & advisory system (RAAS) is considered inoperative.	
RH OAT Fail (Advisory)	C	May be displayed provided operations are not conducted in known or forecasted icing conditions.	
TAWS Fail (***)(TAWS Class A installed) (Advisory)	-	May be displayed provided terrain awareness warning system (Class A TAWS) is considered inoperative.	
TAWS Fail (***)(TAWS Class B installed) (Advisory)	-	May be displayed provided terrain awareness warning system (Class B TAWS) is considered inoperative.	
TCAS Fail (Advisory)	-	May be displayed provided: a) Traffic alert and collision avoidance system (TCAS I & II) is considered inoperative, and b) ADS-B In is considered inoperative.	
TF Fail (Advisory)	C	May be displayed.	
TSC Fail (Advisory)	-	May be displayed provided touch screen controller (TSC) is considered inoperative.	
TSC Fan Fail (Advisory)	-	May be displayed provided touch screen controller (TSC) is considered inoperative.	

REVISION NO. 5
DATE: XX/XX/XXXX

PAGE NO. 2-11

AIRCRAFT:
PC-12/47E

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Terrain Fail (TAWS Class A installed) (Advisory)	-	May be displayed provided terrain awareness warning system (Class A TAWS) is considered inoperative.	
Terrain Fail (TAWS Class B installed) (Advisory)	-	May be displayed provided terrain awareness warning system (Class B TAWS) is considered inoperative.	
Traffic Fail (Advisory)	-	May be displayed provided traffic alert and collision avoidance system (TCAS I and II) is considered inoperative.	
XPDR 1 Fail (***) (Caution)	-	May be displayed provided secondary surveillance radar (SSR) transponder (mode A/C and S) 1 is considered inoperative.	
XPDR 2 Fail (***) (Caution)	-	May be displayed provided secondary surveillance radar (SSR) transponder (mode A/C and S) 2 is considered inoperative.	
XPDR Fail (***) (Caution)	-	May be displayed provided secondary surveillance radar (SSR) transponder (mode A/C and S) is considered inoperative.	
YD Fail (Advisory)	-	May be displayed provided yaw damper is considered inoperative.	
Yaw Damper Fail (Advisory)	-	May be displayed provided yaw damper is considered inoperative.	