



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

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# Master Minimum Equipment List (MMEL)

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Revision: Original  
Date: XX/XX/XXXX

## **Kodiak Aircraft Company, Inc. Kodiak 200**

**Approved by the Aircraft Evaluation Division**  
Federal Aviation Administration  
General Aviation Branch  
AFS-130  
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REVISION NO. Original  
DATE: XX/XX/XXXX

PAGE NO. I

AIRCRAFT:  
Kodiak 200

**TABLE OF CONTENTS AND CONTROL PAGE**

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	Original	XX/XX/XXXX
--	Table of Contents and Control Page	I	Original	XX/XX/XXXX
--	Log of Revisions	II	Original	XX/XX/XXXX
--	Highlights of Change	III	Original	XX/XX/XXXX
--	Definitions and Preamble	IV	Original	XX/XX/XXXX
--	Guidelines for (M) and (O) Procedures	V	Original	XX/XX/XXXX
21	Air Conditioning	21-1 thru 3	Original	XX/XX/XXXX
22	Autoflight	22-1	Original	XX/XX/XXXX
23	Communications	23-1 thru 2	Original	XX/XX/XXXX
24	Electrical Power	24-1	Original	XX/XX/XXXX
25	Equipment/Furnishings	25-1 thru 5	Original	XX/XX/XXXX
26	Fire Protection	26-1	Original	XX/XX/XXXX
27	Flight Controls	27-1	Original	XX/XX/XXXX
28	Fuel	28-1	Original	XX/XX/XXXX
30	Ice and Rain Protection	30-1	Original	XX/XX/XXXX
31	Indicating/Recording Systems	31-1	Original	XX/XX/XXXX
32	Landing Gear	32-1	Original	XX/XX/XXXX
33	Lights	33-1 thru 2	Original	XX/XX/XXXX
34	Navigation	34-1 thru 5	Original	XX/XX/XXXX
35	Oxygen	35-1	Original	XX/XX/XXXX
52	Doors	52-1	Original	XX/XX/XXXX
71	Powerplant	71-1	Original	XX/XX/XXXX

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
REVISION NO. Original DATE: XX/XX/XXXX		PAGE NO. II
AIRCRAFT: Kodiak 200		<b>LOG OF REVISIONS</b>
REV NO.	DATE	PAGE NO.
Original	XX/XX/XXXX	All Pages.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. Original DATE: XX/XX/XXXX	PAGE NO. III
AIRCRAFT: Kodiak 200	<b>HIGHLIGHTS OF CHANGE</b>

The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 10/31/2022.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
All	Original issue.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. Original DATE: XX/XX/XXXX	PAGE NO. IV
AIRCRAFT: Kodiak 200	<b>DEFINITIONS AND PREAMBLE</b>

### **Definitions**

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

### **Preamble**

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

REVISION NO. Original

PAGE NO. V

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**GUIDELINES FOR (M) AND (O) PROCEDURES**

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List Kodiak Aircraft Kodiak 200 (M) and (O) Procedures, published by the aircraft manufacturer.

REVISION NO. Original

PAGE NO. 21-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-00-01	Air Conditioning System	D	1	0	(M) May be inoperative provided air conditioner is DEACTIVATED.	
-20-01	Fresh Air Vent	C	2	1		
-21-01	Forward Ventilation Blower	C	1	0	(M) May be inoperative provided Forward Ventilation Blower is DEACTIVATED.	
-21-02	Aft Ventilation Blower	C	1	0	(M) May be inoperative provided Aft Ventilation Blower is DEACTIVATED.	
-21-03	Avionics Cooling Fan #1	C	1	0	May be inoperative provided: a) PFD 1 COOLING is not displayed, b) COM 1 TEMP is not displayed, and c) GIA 1 COOLING is not displayed.	
-21-04	Avionics Cooling Fan #2	C	1	0	May be inoperative provided: a) PFD 2 COOLING is not displayed, b) COM 2 TEMP is not displayed, and c) GIA 2 COOLING is not displayed.	
-40-01	Forward Cabin Bleed Air Heat System	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated from sunset to sunrise, b) Aircraft is operated VFR only, c) Outside air temperature (OAT) indications are operative, d) Aircraft is operated in temperatures above 32 °F, and e) Defrost is considered inoperative.	
(Continued)						

REVISION NO. Original

PAGE NO. 21-2

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Forward Cabin Bleed Air Heat System (Cont'd)	D	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated from sunset to sunrise, b) Aircraft is operated VFR only, c) OAT indications are operative, d) Aircraft is operated in temperatures above 59 °F, and e) Defrost is considered inoperative.	
-40-02	Aft Cabin Bleed Air Heat System	C	1	0	(M) May be inoperative provided: a) A placard is placed near the control head stating "Aft Cabin Heat Inoperative", b) Any passengers in the aft cabin are made aware before flight that the aft cabin heat is inoperative.	
-40-03	Defrost	C	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated from sunset to sunrise, b) Aircraft is operated VFR only, c) OAT indications are operative, and d) Aircraft is operated in temperatures above 32 °F.	
		D	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated from sunset to sunrise, b) Aircraft is operated VFR only, c) OAT indications are operative, and d) Aircraft is operated in temperatures above 59 °F.	



REVISION NO. Original

PAGE NO. 21-3

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-40-04	Environmental Control Head	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is not operated from sunset to sunrise,</li> <li>b) Aircraft is operated VFR only,</li> <li>c) One OAT indication is operative,</li> <li>d) Aircraft is operated in temperatures above 32 °F, and</li> <li>e) Bleed Air Heat Defrost is considered inoperative.</li> </ol>	

REVISION NO. Original

PAGE NO. 22-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-10-01	GFC 700 Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Flap Compensation Trim (FCT) is operative (FLAP TRIM FAIL annunciation not shown).	
-10-02	Autopilot/Trim Interrupt Function	C	2	1	One may be inoperative provided: a) Disconnect button is operative on flying pilot side, b) Autopilot is not used below 1,500 ft. above ground level (AGL), and c) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
-10-03	Go-Around Button	C	1	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around.  NOTE: Missed approach guidance must be activated manually.	
-10-04	LVL Button (Autopilot Level Mode)	C	1	0		
-10-05	Control Wheel Steering (CWS)	C	1	0		

REVISION NO. Original

PAGE NO. 23-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

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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
-12-01	Communications System (VHF)	C	2	1	(M) Any in excess of those required by operating rule may be inoperative provided:	
					a) System is not powered by any aircraft emergency power system bus, and	
					b) Emergency procedures do not require use.	
-15-01 ***	Satellite Phone	D	-	0		
-15-02 ***	Satellite Tracking	D	-	0		
-40-01	Right Audio Panel	C	1	0	(M) May be inoperative for operations not requiring a second in command.	
-50-01	Cockpit Speaker	C	2	0	May be inoperative provided an operative headset is available to each flight crewmember.	
-50-02	Push-to-Talk Switch	C	2	0	Any in excess of those required by operating rule may be inoperative provided:	
					a) Hand microphone is operative, and	
					b) Push-to-talk switch is not failed in the transmit position.	
-50-03	Hand Microphone	C	1	0	May be inoperative or missing Provided and operational headset with microphone is available and used.	
-50-04	Headset Audio Function	C	2	0	May be inoperative provided cockpit speaker is operative.	

REVISION NO. Original

PAGE NO. 23-2

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wick					
-01	Left Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-02	Right Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-03	Left Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-04	Right Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
-05	Rudder	C	4	3	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	

REVISION NO. Original

PAGE NO. 24-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-30-01	Alternator	B	1	0	(M) May be inoperative provided: a) Aircraft is operated VFR only, and b) 300-amp generator is operative.	
-32-01	Electronic Standby Instrument Battery	B	1	0	(M) May be operative provided: a) Aircraft is operated VFR only, and b) The generator and alternator are operative.	
-37-01	Alternator Fail Annunciation	C	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The alternator amps indication is operative, and c) Both voltage indications are operative.	
-37-02	Generator Fail Annunciation	B	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The generator amps indication is operative, and c) Both voltage indications are operative.	
-39-01	USB Ports	D	-	0	(M) may be inoperative provided the USB port is disconnected.	
-40-01	Ground Power	D	1	0		

REVISION NO. Original

PAGE NO. 25-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

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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
-00-01	Flight Stream 510	D	1	0	May be missing or inoperative.	
-10-01	Crew Seat Vertical Adjustment	C	2	0	(M) May be inoperative provided: a) Affected seat has failed in an immovable position which permits normal pilot field of view, b) Full flight control movement is available, and c) The crewmember can operate all necessary controls and equipment.	
		D	2	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.	
-10-02	Crew Seat Fore and Aft Adjustment	C	2	0	(M) May be inoperative provided: a) Affected seat is secured in a latched position that permits normal pilot visibility, b) Full flight control movement is available, and c) The crewmember can reach all necessary controls and equipment.	
		D	2	1	Right seat may be inoperative for single pilot operations provided seat remains unoccupied.	
-10-03	Co-Pilot Restraint System (Seatbelt and Shoulder Harness)	C	1	0	May be inoperative for single pilot operations provided seat remains unoccupied.	
-10-04	Cockpit Sun Visor System	D	2	0	May be missing or inoperative provided the pilot's field of vision is not obstructed.	

REVISION NO. Original

PAGE NO. 25-2

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Passenger Seat	C	-	-	May be inoperative provided: a) Affected seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY."  NOTE: A seat with an inoperative seat belt is considered inoperative.	
		D	-	0	May be inoperative provided affected seat is placarded, "DO NOT OCCUPY FOR TAXI, TAKEOFF, OR LANDING."	
-01	Armrest					
-10		C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		C	-	0	(M) May be inoperative provided armrest is removed.	
-20	Seat Controls (Includes Recline, Headrest, and Other Positioning Controls)					
-10		D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing position.	
-20		D	-	0	May be inoperative and seat occupied provided seat is secured in taxi, takeoff, and landing position.	
(Continued)						

REVISION NO. Original

PAGE NO. 25-3

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Seat (Cont'd)					
-30		D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered and placarded inoperative.	
-20-02 ***	Nonessential Equipment and Furnishings (NEF)	D	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
-30-01	Cockpit and Cabin Storage Compartment	C	-	-	(O)(M) May be inoperative provided: a) Compartment does not contain any Aircraft System Protection Devices, b) Any Emergency Equipment located in affected Compartment is considered INOPERATIVE, c) Affected Compartment is not used for storage of any item except for those permanently affixed, d) d) Procedures are established and used to secure Compartment CLOSED, and e) Affected Compartment is prominently placarded, "DO NOT USE."	
(Continued)						



REVISION NO. Original

PAGE NO. 25-4

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-30-01	Cockpit and Cabin Storage Compartment (Cont'd)	C	-	0	(M) (O) May be inoperative provided: a) Affected Door is REMOVED, b) Affected Compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected Compartment may not be used, and d) Affected Compartment is prominently placarded, "DO NOT USE."  NOTE: Any permanently affixed Emergency Equipment located in the affected Compartment is available for use.	
-50-01 ***	Cargo Restraint System	C	-	-	(O) May be inoperative or missing provided cargo loading procedures and limits in Section 6 of the AFM/POH are observed.	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	

REVISION NO. Original

PAGE NO. 25-5

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-60-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	1	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.	
		<u>D</u>	1	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	1	-	Any in excess of those required by 14 CFR may be missing.	
-03	Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04	ELT Indicator Light	D	1	0		
-05	ELT Aural Alarm	D	1	0		

REVISION NO. Original

PAGE NO. 26-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-22-01	Portable Fire Extinguisher	D	3	-	(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

REVISION NO. Original

PAGE NO. 27-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Trim Tab Position Indicator (Rudder or Elevator)	C	2	0	(M)(O) May be inoperative provided: a) Tab is checked for full range of operation, b) All electric trims are verified operative prior to each departure, and c) Tab is positioned to neutral and visually verified prior to each departure.	
-00-02	Aileron Trim Tab Position Indicator	C	1	0	(M)(O) May be inoperative provided: a) Tab is in the normal operating position, and b) Free play does not exceed .085" at the trailing edge.	
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Manual Trim is verified OPERATIVE, and b) Autopilot must be considered INOPERATIVE.	
-33-01	Aileron Trim Actuator	C	1	0	(M) May be inoperative provided prior to each departure: a) Tab is positioned in the normal position prior to each departure, b) Trailing edge freeplay does not exceed .085", and c) Appropriate setting is verified by visual inspection.	
-51-01	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Full travel and normal operation of flaps is verified prior to each departure, b) Desired flap setting is visually verified prior to each departure, c) FCT is operative (FLAP TRIM FAIL annunciation not shown, and d) Takeoff Trim Range indicator may be incorrect and other CAS alerts may occur.	

REVISION NO. Original

PAGE NO. 28-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-00-01 ***	Single Point Fueling System	D	1	0		
-41-01	Fuel Quantity Indication (Left and Right)	B	2	1	(O) One may be inoperative provided: a) Fuel flow system is operative, b) Both fuel low annunciation systems are operative, and c) A reliable means is established to determine fuel quantity on board meets regulatory requirements for the intended flight.	
-41-02	Fuel Low Annunciation System (Left and Right)	B	2	1	(O) May be inoperative provided: a) Onside fuel quantity indicating system is operative, and b) Fuel flow system is operative.	
-41-03	Fuel Flow Indication	B	1	0	(O) May be inoperative provided: a) Both fuel low annunciations are operative, and b) Both fuel quantity indications are operative.	

REVISION NO. Original

PAGE NO. 30-1

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**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
-00-01 ***	TKS Ice Protection System	C	1	0	May be inoperative or components missing provided the aircraft is not operated in known or forecast icing conditions.	
-30-01	Pitot/Static Heat System	A	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is not operated from sunset to sunrise,</li> <li>b) Aircraft is operated VFR only,</li> <li>c) Repairs are made within 3 flight-days, and</li> <li>d) Aircraft is not operated in known or forecast icing conditions.</li> </ol>	
		A	2	1	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Repairs are made within 3 flight-days, and</li> <li>b) Aircraft is not operated in known or forecast icing conditions.</li> </ol>	
		C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is operated VFR only,</li> <li>b) OAT indications are operative,</li> <li>c) Aircraft is operated at temperatures above 39 °F (4 °C), and</li> <li>d) Aircraft is not operated in known or forecast icing conditions.</li> </ol>	
-30-02	Stall Warning Heat	C	1	0	(M) May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	

REVISION NO. Original

PAGE NO. 31-1

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**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
-20-01	Hour Meter	C	2	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-20-03 ***	Engine Trend Monitoring SD Card	D	-	0		
-70-01 ***	FAST Engine Monitoring	D	-	0		

REVISION NO. Original

PAGE NO. 32-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-40-01	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures for preventing aircraft movement while parked are established and used, and the braking system is determined to operate normally.	



REVISION NO. Original

PAGE NO. 33-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-10-01	Cockpit Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining lights are positioned so that direct rays are shielded from flight crewmember's eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operations (without NVGs) may be permitted with inoperative NVG supplemental lighting; cracked or missing filters.</p>	
-20-01	Cabin Interior Lighting System	D	-	0	May be inoperative provided aircraft is not operated from sunset to sunrise.	
		D	-	1	(O) Individual lights may be inoperative for operations from sunset to sunrise provided: <ul style="list-style-type: none"> <li>a) Sufficient lighting is operative for passenger-carrying operations from sunset to sunrise,</li> <li>b) Sufficient lighting is operative for the crew to perform required duties, and</li> <li>c) Cabin light by the cargo door is operative.</li> </ul>	

REVISION NO. Original

PAGE NO. 33-2

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-40-01	Exterior Lighting					
-01	Flashing Beacon	C	1	0	May be inoperative provided the Strobe Lights are operative.	
-02	Anti-Collision Light System (Strobe Lights)	B	1	0	May be inoperative provided the Flashing Beacon is operative.	
-03	Landing Light	D	2	0	Both may be inoperative provided at least one Taxi Light functions. If no Landing Light or Taxi Light function, aircraft may only be operated from sunrise to sunset.	
		D	2	1	One may be inoperative.	
-04	Navigation Light System	D	1	0	May be inoperative provided aircraft is not operated from sunset to sunrise.	
-05	Taxi Light	D	2	0	Both may be inoperative provided at least one Landing Light functions. If no Landing Light or Taxi Light function, aircraft may only be operated from sunrise to sunset.	
		D	2	1	One may be inoperative.	
-06	Pulse Light Function	D	1	0	May be inoperative.	
-07 ***	Wing Ice Light	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) The aircraft is not operated in known or forecast icing conditions from sunset to sunrise, and</li> <li>b) Ground deicing procedures do not require the use of wing ice lights.</li> </ol>	
		C	2	1	May be inoperative provided: <ol style="list-style-type: none"> <li>a) The left light is operative for single pilot operations, and</li> <li>b) Ground deicing procedures do not require the use of wing ice lights.</li> </ol>	

REVISION NO. Original

PAGE NO. 34-1

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**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
-17-01	ADHRS (Air Data and AHRS Combined)	A	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Refer to KOEL for required quantities based on operations,</li> <li>b) Repairs are made within 3 flight-days, and</li> <li>c) Standby attitude indicator is operative.</li> </ol>	
-25-01	No. 2 Primary Flight Display (Right Side)	B	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Unit CB is pulled and collared, and</li> <li>b) Flight does not require a second crewmember.</li> </ol>	
-25-02	No. 3 Multi-Function Display (Center)	B	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Unit CB is pulled and collared, and</li> <li>b) b) Flight Charts and maps are provided by another source when required for operations.</li> </ol>	
-31-01	VHF Navigation System					
-01	VOR	C	2	-	As required by 14 CFR.	
-02	ILS					
-01	Localizer	C	2	-	May be inoperative provided approach or departure procedures do not require its use.	
					NOTE: Associated glideslope must be considered inoperative.	
-02	Glideslope	C	2	-	May be inoperative provided approach procedures do not require its use.	
-34-01	Marker Beacon Receiver System	C	2	0	(O) May be inoperative provided approach procedures do not require its use.	
-42-01	Weather Radar	C	-	0	May be inoperative provided not required by 14 CFR.	
***						

REVISION NO. Original

PAGE NO. 34-2

DATE: XX/XX/XXXX

AIRCRAFT:

Kodiak 200

**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
-44-01	Terrain Awareness and Warning System (TAWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-44-03	TAWS Inhibit Switch	D	1	0		
-45-01 ***	Traffic Avoidance System (TAS)	D	-	0	(M) May be inoperative provided system is deactivated.	
-46-01 ***	WX 500 Stormscope	D	-	0	(M) May be inoperative provided system is deactivated.	
-46-02 ***	XM Radio or Weather	D	-	0		
-51-01 ***	Distance Measuring Equipment (DME)	D	-	0	May be inoperative provided not required by 14 CFR.	
-52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	1	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	1	Any in excess of those required by 14 CFR may be inoperative.	
-52-02 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	D	-	0	May be inoperative provided operations do not require its use.	

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
-52-03	Automatic Dependent Surveillance-Broadcast (ADS-B) System	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-00A		D	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-00B		C	1	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-01	ADS-B Out Extended Squitter Transmissions	B	1	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.	
-10		C	1	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
					(Continued)	

REVISION NO. Original

PAGE NO. 34-4

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-52-03	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-02	ADS-B Out UAT Transmissions	B	1	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.	
-10		C	1	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-03	ADS-B In Transmissions	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
-10		D	1	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	
-57-01	GPS Receiver	C	2	-	As required by 14 CFR.	

REVISION NO. Original

PAGE NO. 34-5

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-61-01	Aviation Database	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) It is repaired within 10 flight-days.</li> </ol> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. Original DATE: XX/XX/XXXX					PAGE NO. 35-1
AIRCRAFT: Kodiak 200		<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
<b>35. Oxygen</b>					
Sequence No.	Item	1	2	3	4 <small>Change Bar</small>
-00-01	Oxygen System	D	1	0	(O) As required by 14 CFR.



REVISION NO. Original

PAGE NO. 52-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**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
-10-01	Crew Door Seal System	C	2	0	May be inoperative provided door operation is not affected.	
-10-02	Cockpit Door Key Lock	D	1	0	May be inoperative in the unlocked position.	
-10-03	Passenger Door Key Lock	D	1	0	May be inoperative in the unlocked position.	
-10-04	Cargo Door Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.	
-10-05	Cargo Storage Door (Cargo Pod) Key Lock	D	4	0	May be inoperative in the unlocked position or missing provided door is verified closed and latched prior to flight.	
-70-01	Cargo/Aft Passenger Door Warning System	B	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Door warning system is deactivated,</li> <li>b) A crewmember confirms by visual inspection that the cargo doors are latched and secured in the closed position and that the doors are not reopened again prior to departure, and</li> <li>c) Passengers are briefed prior to departure to remain seated with their seat belts fastened.</li> </ol>	

REVISION NO. Original

PAGE NO. 71-1

DATE: XX/XX/XXXX

AIRCRAFT:  
Kodiak 200

**TABLE KEY**

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

**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Inertial Separator System	C	1	0	(M)(O) May be inoperative provided: a) Separator doors remain in the BYPASS position, and b) Aircraft is operated in accordance with performance section of POH/AFM.	
-60-02	Inertial Separator Actuator	C	1	0	May be inoperative provided: a) Inlet is placed in the NORMAL position prior to takeoff, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	1	0	May be inoperative provided: a) Inlet is placed in the BYPASS position prior to takeoff, b) Inlet remains in the BYPASS position for the entire flight, and c) Aircraft is operated in accordance with the performance section of the POH/AFM.	
-60-03	Inertial Separator Position Sensor and Switch Sensor	C	1	0	May be inoperative during VMC operations provided: a) Visual verification the inlet is in the NORMAL position prior to takeoff, and b) Inlet is not moved during flight.	
		C	1	0	May be inoperative during IMC/icing conditions provided: a) Visual verification the inlet is in the BYPASS position prior to takeoff, and b) Inlet is not moved during flight.	