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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 4
Date: XX/XX/XXXX

Pilatus Aircraft Ltd. PC-12

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38	Water/Waste	38-1	2	10/02/2006
52	Doors	52-1	4	XX/XX/XXXX
56	Windows	56-1	1	04/6/2002
77	Engine Indicating	77-1	4	XX/XX/XXXX
79	Engine Oil	79-1	3	10/23/2017
80	Starting	80-1	1	04/16/2002

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/04/1998	ORIGINAL ISSUE
Oa	09/14/2000	Highlights of Change, Definitions, 33-2
1	04/16/2002	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-2, 52-1, 56-1, 77-1, 70-1, 80-1.
2	10/02/2006	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 38-1, 52-1.
2a	02/02/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 52-1.
2b	02/18/2014	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 21-2.
2c	07/07/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (M) and (O) Procedures, 23-2, 23-3, 23-4, 25-1, 25-2, 25-4, 30-1, 32-1, 33-1, 33-2, 34-3, 34-6, 34-10, 35-1.
3	10/23/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 23-2, 23-4, 24-1, 32-1, 33-1, 33-2, 34-7, 34-8, 34-10, 77-1, 79-1.
4	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-5, 24-1, 24-2, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 27-1, 28-1, 30-1, 31-1, 31-2, 32-1, 33-2, 34-3, 34-8, 34-9, 34-10, 34-12, 34-13, 34-14, 35-1, 35-2, 52-1, 77-1.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**. It is the result of a public Flight Operations Evaluation Board (FOEB).

PAGE NO.	EXPLANATION OF CHANGE
GENERAL	Minor editorial and numbering corrections were made throughout the document which do not affect the reliefs and are not indicated with change bars.
21-1	Item 21-1: Added additional relief.
21-2	Item 21-10: Added proviso. Item 21-13: Changed item name. Item 21-14: Added new relief item. Item 21-18: Added proviso.
21-3	Item 21-23: Added new relief item.
22-1	Item 22-1: Added/changed provisos. Item 22-5: Updated proviso.
23-5	Item 23-10: Updated provisos. Item 23-14: Added new relief item.
24-1	Item 24-4: Updated item 4. Item 24-5: Updated item 5.
25-3	Item 25-4: Updated provisos.
25-4	Item 25-6: Updated item 6.
25-5	Item 25-7: Added new item 7. Item 25-8: Updated number installed. Item 25-9: Updated number installed.
25-7	Item 25-10: Updated provisos.
25-8	Item 25-11: Updated provisos.
25-9	Item 25-7: Added new item 15.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
26-1	Item 26-1: Updated provisos.
27-1	Item 27-3: Updated number installed and provisos. Item 27-4: Updated number installed. Item 27-5: Added new item.
28-1	Item 28-1: Updated provisos and added new relief.
30-1	Item 30-5: Updated provisos and added new relief.
31-1	Item 31-1: Updated provisos. Item 31-2: Updated provisos. Item 31-4: Added new item 4.
31-2	Item 31-5: Added new item 5. Item 31-6: Added new item 6. Item 31-7: Added new item 7.
32-1	Item 32-1: Updated provisos. Item 32-2: Updated provisos.
33-2	Item 32-11: Updated repair category and added proviso. Item 32-12: Updated repair category and added proviso.
34-3	Item 34-14: Updated proviso. Item 34-15: Updated repair category and proviso.
34-8	Item 34-23: Added relief.
34-9	Item 34-24: Changed item name and added additional relief.
34-12	Item 34-26: Updated item. Item 34-27: Changed item. Item 34-28: Changed item.
34-13	Item 34-29: Changed item Item 34-30: Added new item.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-14	Item 34-31: Added new item. Item 34-32: Added new item. Item 34-33: Added new item. Item 34-34: Added new item.
35-1	Item 35-1: Added new relief. Item 35-3: Added provisos.
35-2	Item 35-4: Added new item. Item 35-5: Added new item.
52-1	Item 52-4: Added new item.

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DEFINITIONS

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

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PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
21-1	(O) Operations procedure to ensure flight is conducted unpressurized, below 10,000 ft. MSL, ambient conditions allow safe cockpit/cabin temperature, and the ACS/ECS Emergency Shut Off Lever is PULLED.
21-2	(O) Operational procedure to ensure flight is conducted unpressurized.
21-3	(M) Maintenance procedure to ensure the Safety Valve is secured OPEN.
21-4	(M) Maintenance procedure to ensure the Outflow Valve is secured OPEN.
21-10	(M) Maintenance procedure to ensure the VCCS is deactivated.
21-16	(M) Maintenance procedure to ensure ECS is deactivated.
21-17	(M) Maintenance procedure to ensure that the VCCS is deactivated.
21-18	(M) Maintenance procedure to ensure the Underfloor Heating System is operative.
22-1	(M) Maintenance procedure to deactivate the autopilot. (O) Operations procedure to the flight is conducted under VFR for single pilot operations.
23-8	(O) Operations procedure to brief passengers via alternate means.
23-10	(O) Operations procedure to ensure SATVOICE system operates normally and services are available as a LRCS over the intended route of flight.
23-13	(O) Operations procedure to establish and use when SELCAL is inoperative.
23-13-a	(O) Operations procedure to establish and use when SELCAL is inoperative.
24-1	(O) Operations procedure to confirm both Inverters are operative prior to takeoff.
24-5	(M) Maintenance procedure to ensure “BAT 1” and both Generators operate normally.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-2-a	(M) Maintenance procedure to secure seat back in the full upright position.
25-2b	(O) Operations procedure to ensure seat is placarded and baggage is not stowed beneath it.
25-4-b	(M) Maintenance procedure to deactivate ELTs and install a placard.
25-4-c	(M) Maintenance procedure to deactivate ELT switch.
25-6	(O) Operations procedure to ensure that FAKs are serviceable.
25-7	(O) Operations procedure to ensure that EMKs are serviceable.
25-9	(M) Maintenance procedure to secure the affected Storage Compartment CLOSED.
25-10	(M) Maintenance procedure to ensure affected component is not used.
27-1	(O) Operations procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position.
27-2	(O) Operations procedure to verify the Triple Trim Indicator operates normally and the Stab Pointer is visually checked prior to each takeoff.
27-3	(M) Maintenance procedure to set trim tab to Neutral. (O) Operations procedure to disconnect the autopilot to detect a fuel imbalance.
27-4	(O) Operations procedure to verify Flight Control Trim Tabs operate normally and are checked for proper position prior to each takeoff.
27-5	(O) Operations procedure to visually verify stabilizer trim is set for take-off.
28-1	(O) Operations procedure to disconnect the autopilot to detect a fuel imbalance.
28-2	(O) Operations procedure to ensure all Fuel Quantity Indicating Systems and Fuel Flow and Fuel Used Systems operate normally.
28-3	(O) Operations procedure to ensure all Fuel Quantity Systems operate normally and the Low Fuel Annunciator (CAWS) operates normally.
30-3	(M) Maintenance procedure to secure separator in the OPEN position 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.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
32-1	(O) Operations procedure to prevent aircraft movement.
32-2	(M) May be inoperative provided the left-hand and right-hand antilock brake systems are deactivated, brake fluid reservoir is verified within normal range, and the associated system has no leaks. (O) Normal brake operation is verified prior to takeoff.
33-8	(O) Operations procedure to ensure adequate light is available.
33-9	(O) Operations procedure to brief passengers prior to takeoff and landing.
34-15	(O) Operations procedures to ensure the Altitude Hold is operative and the System is not used for enroute operation.
34-18	(O) Operations procedure to ensure any combination of Gyro or INS (IRU) System operations allowed in the proviso relief are verified to be functioning normally.
34-19	(O) Operations procedure to establish and use alternate procedures.
34-20	(O) Operations procedure to establish and use alternate procedures.
34-21	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure TCAS is not required by 14 CFR, system is deactivated and secured, and enroute or approach procedures do not require its use.
34-22-b	(O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22-c	(O) Operations procedures to ensure RA visual display and audio function are operative and enroute and approach procedures do not require its use.
34-23	(O) Operations procedure to ensure requirements are met for flight without FMS.
34-23-a	(O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.
34-24-a	(O) Operations procedure to establish and use alternate procedure.
34-24-a-1	(O) Operations procedure to establish and use alternate procedure.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-24-a-2	(O) Operations procedure to ensure pilot(s) consider GPS inoperative.
34-24-a-4	(O) Operations procedure to establish and use alternate procedure.
34-24-a-5	(O) Operations procedure to establish and use alternate procedure.
34-24-b	(O) Operations procedure to establish and use alternate procedure.
34-25-a	(O) Operations procedure to establish and use alternate procedure.
34-25-a-1	(O) Operations procedure to establish and use alternate procedure.
34-25-a-4	(O) Operations procedure to establish and use alternate procedure.
34-25-a-5	(O) Operations procedure to establish and use alternate procedure.
34-26	(O) Operations procedure to establish and use alternate procedure.
34-27	(O) Operations procedure to obtain ATC authorization prior to flight.
34-28	(O) Operations procedure to obtain ATC authorization prior to flight.
34-29	(O) Operations procedure to obtain ATC authorization prior to flight.
34-30	(O) Operations procedure to ensure alternate procedures are used.
34-33	(M) Maintenance procedure to deactivate and secure the TAS.
35-4-a	(O) Operations procedure to ensure oxygen supply is at or above the minimum required.
35-5	(O) Operations procedure to ensure flight is conducted at or below 10,000ft. MSL and passengers are briefed.
38-1	(M) Maintenance procedure to verify system components do not have any leaks.
52-1	(O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure.
52-2	(O) Operations procedure to visually check for proper indications that the affected door is latched prior to each departure.
52-7	(M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position.
79-1	(O) Operations procedure to visually check oil quantity prior to flight.
80-1	(O) Operations procedure for an alternate method of starting.

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

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

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Temperature Control System (Manual Mode)	C	1	0	May be inoperative provided Temperature Control System Auto Mode is operative.	
10. ***	Vapor Cycle Cooling System (VCCS)	D	1	0	(M) May be inoperative provided the VCCS is deactivated.	
11.	Cabin Temperature Indicator	C	1	0		
12.	Auxiliary Electric Cabin Heat System	C	1	0		
13.	Cabin Altitude Indicator	C	1	0	May be inoperative provided flight is conducted unpressurized.	
14.	Cabin Altitude Warning System	C	1	0	May be inoperative provided the flight is not conducted above 10000 feet MSL.	
15.	Cabin Vertical Speed Indicator	C	1	0	May be inoperative provided: a) Automatic Cabin Pressure Control System is operative, and b) Cabin Altimeter is operative.	
		C	1	0	May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Aircraft is operated at or below 10,000 feet MSL.	
16.	CAB PRESS Annunciator	C	1	0	May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
17.	ECS Annunciator (CAWS)	C	1	0	(M) May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
18. ***	COOL Annunciator	C	1	0	(M) May be inoperative provided the VCCS is deactivated.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
19.	Auxiliary Electric Heat System	C	2	0	(M) May be inoperative provided Underfloor Heat System is operative.	
20. ***	Auxiliary Electric Battery Heater System	C	1	0		
21. ***	Auxiliary Electric Engine Heater System	C	1	0		
22. ***	Electric Foot Warmer System	C	1	0		
23.	ECS Ground Mode Function	D	1	0		May be inoperative.

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is deactivated, b) AFM limitations are observed, c) Operations do not depend on its use, and d) The flight is conducted under VFR for single pilot operations. NOTE: Yaw damper will be inoperative after autopilot deactivation.	
2.	Autopilot Disconnect	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
3.	A/P DISENG Annunciator (CAWS)	C	1	-	May be inoperative provided autopilot is not used.	
4.	A/P TRIM Annunciator (CAWS)	C	1	-	May be inoperative provided autopilot is not used.	
5.	Yaw Damper	C	1	0	May be inoperative provided autopilot is not used (Refer to Item 22-1).	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications Systems (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the aircraft emergency power systems and not required for emergency procedures.	
2.	Cockpit Speakers	C	2	-	As required by 14 CFR.	
3.	Audio Amplifiers					
	a) Normal System	B	1	0	May be inoperative provided Alternate System is operative.	
	b) Alternate System	B	1	0	May be inoperative provided Normal System is operative.	
4.	Voice Activated Interphone System	C	1	0		
5.	Boom Microphones					
	a) COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED					
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
	2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
5.	Boom Microphones (Cont'd)					
	b) COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER (FDR) INSTALLED					
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within 3 flight-days.	
	2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
	c) CVR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	1) Cockpit Voice Recorder	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
6.	Control Yoke Press to Talk Switches	C	2	0	May be inoperative provided Hand Mic on affected side is operative.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
7.	Static Wicks					
a)	(SN 100-180 without SB 23-001)		-	0	May be inoperative provided no communication equipment is required for the flight, otherwise:	
	1) Left Winglet	C	3	2		
	2) Right Winglet	C	3	2		
	3) Rudder	C	4	3		
	4) Stinger	C	1	1		
	5) Left Elevator	C	4	2		
	6) Right Elevator	C	3	2		
					NOTE: The outermost Wick must be installed and undamaged on each control surface.	
b)	(SN 181 and up and SN 100-180 with SB23-001)				All may be inoperative or missing provided no communication equipment is required for the flight, otherwise:	
	1) Left Winglet	C	2	1		
	2) Right Winglet	C	2	1		
	3) Rudder	C	3	1		
	4) Stinger	C	1	1		
	5) Left Elevator	C	2	1		
	6) Right Elevator	C	2	1		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
8.	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 operates 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 operates normally may be used.	
	b) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
9. ***	Cockpit Voice Recorder (CVR)					
	a) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
	b) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: 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.	
11.	Hand Microphones	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	-	May be inoperative provided associated boom microphone operates normally.	
12.	Oxygen Mask Microphones	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
13. ***	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
		a) C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
14.	Datalink	D	-	0	May be inoperative provided that procedures do not require its use.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	INVERTER Annunciation	C	1	0	(O) May be inoperative for VMC provided both Inverters are verified to be operative prior to each takeoff. NOTE: Monitor RMI Flag or Yaw Rate Sensor for indication of Inverter failure.	
2. ***	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR 135 IFR passenger carrying operations.	
3. ***	Standby Power Supply				Renamed Emergency Power System, Revision 1.	
4.	Generator	C	2	1	Generator 2 may be inoperative provided: a) Flight is conducted VFR, b) Flight is not conducted in known or forecast icing conditions, and c) Operations do not require its use.	
		C	2	1	Generator 1 may be inoperative provided: 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 at IOAT above -15°C.	
5. ***	Battery 2	C	1	0	(O) May be inoperative provided: a) Battery 1 is operative, b) Both generators are operative, and c) It is not required by 14 CFR.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
6.	26 Volt AC Inverters	B	2	1	One may be inoperative provided autopilot is not required by 14 CFR. NOTE 1: Autopilot may be used. NOTE 2: Autopilot is required for operation in RVSM airspace (both 26 Volt Inverters must be operative).	
7.	External Power System	D	1	0	May be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.	
2.	Passengers Seat(s)	C	-	-	May be inoperative provided: a) 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 1: A Seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
a)	Recline Mechanism	C	-	-	(M) May be inoperative and Seat occupied provided seat back is secured in the full upright position.	
		C	-	-	May be inoperative and Seat occupied provided seat back is immovable in full upright position.	
b)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: 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.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seats (Cont'd)					
	c) Armrest	C	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a Recline Mechanism, if armrest is missing, seat is secured in the full upright position.	
3.	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not considered NEF items.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
4.	Emergency Locator Transmitter (ELT)					
a) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
b) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 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 the system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
c) ***	Remote ELT Switch	D	-	-	(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		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6.	First Aid Kit and/or Associated Equipment	A	-	-	(O) If more than one is required by 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.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
7.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: 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. 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, 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.	
8.	Pilot Seat 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).	
9.	Pilot Seat 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).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10.	Overhead Storage Bin(s) and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet 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. NOTE: For overhead bins, if no partitions are installed, the entire Overhead Storage is considered one bin and inoperative.	
(Continued)						

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25. Equipment/Furnishings

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

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
15.	Portable Flashlights/Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required 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.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
a) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight	

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27. Flight Controls

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

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator (L/R)	B	2	1	(O) One Indicator (L or R) may be inoperative provided: a) The Triple Trim Indicator is operative, b) The Aileron Trim is operative, and c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET is not possible.	
		B	2	1	(O) Indication may be inoperative 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, e) Trim is operative, and f) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET is not possible.	
2.	Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS)	C	2	0	(O) May be inoperative provided: a) All Fuel Quantity Indicating Systems operate normally, and b) Fuel Flow and Fuel Used Systems operate normally.	
3.	Fuel Flow/Fuel Used System	C	1	-	(O) May be inoperative provided: a) All Fuel Quantity Systems operate normally, and b) Low Fuel Annunciator (CAWS) operates normally.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Deice System	C	1	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.	
2.	Surface Deice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
3.	Inertial Separator	C	1	0	(M) May be inoperative provided Separator is verified OPEN and Switch is verified ON.	
4.	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.	
5.	Pitot And Static Heat	B	2	0	May be inoperative provided: a) Not required by 14 CFR, and b) Flight is not conducted into known or forecast icing conditions.	
		B	2	1	One may be inoperative provided: a) Operations are conducted other than night VMC, b) Operations are not conducted in visible moisture or into known or forecasted icing conditions, and c) The operative static port heater is verified operative prior to each flight.	
6.	Windshield Heating	B	-	-	(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 operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock with Sweep Second Hand or Electric Digital Clock	C	-	0	May be inoperative provided an accurate timepiece is operative on the flightcrew compartment indicating the time in hours, minutes and seconds.	
2. ***	Hourmeter	C	1	0	(O) May be inoperative provided a procedure is established to record flight time.	
3. ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
4.	Master WARNING Pushbutton					
	a) Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master WARNING pushbutton may be inoperative.	
		C	4	2	One lamp in each master WARNING pushbutton may be inoperative.	
	b) Reset Function	C	2	1	For single pilot operations, reset function in co-pilot side master WARNING pushbutton may be inoperative in inactive (non-reset) position.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
5.	Master CAUTION Pushbutton				Any in excess of those required by 14 CFR may be inoperative.	
	a) Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master CAUTION pushbutton may be inoperative.	
		C	4	2	One lamp in each master CAUTION pushbutton may be inoperative.	
	b) Reset Function	C	2	1	For single pilot operations, reset function in co-pilot side master WARNING pushbutton may be inoperative in inactive (non-reset) position.	
6.		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.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake	C	1	0	(O) May be inoperative provided a procedure is established to prevent movement of the aircraft when stopped or parked.	
2. ***	Anti-Skid System	C	1	0	(M)(O) May be inoperative provided: a) Anti-skid system is deactivated, b) Hydraulic brake reservoir fluid level is verified within approved range prior to aircraft operation, c) ABS system drain holes show no signs of leakage, d) Normal brake operation is verified prior to takeoff, and e) Operations are conducted in accordance with the Performance Data in the AFM.	

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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: <ol style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciators/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. ***	Strobe (Anti-Collision) Beacon Light System	C	1	0		
4.	Strobe Light System				Deleted, Revision 2.	

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33. Lights

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

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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
4.	Standby Attitude Indicator	C	-	0	May be inoperative provided it is not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
5.	Vertical Speed Indicators	B	2	0	Must be operative on left side for IFR passenger carrying operations.	
6.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: 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. NOTE: For RVSM operations, at least one Altitude Reporting Transponder must be operative.	
7.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV)	C	-	-	As required by 14 CFR.	
8. ***	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
9.	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radar Altimeter (PC-12/45)	C	1	0	May be inoperative provided autopilot is disengaged at 1,000 feet AGL.	
***	(PC-12)	D	1	0		
11.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12.	Automatic Direction Finder (ADF)	C	1	0	May be inoperative provided it is not required by 14 CFR.	
13.	Radio Magnetic Indicator (RMI)	C	1	0		
14.	Altitude Alerter/Pre-Select	C	1	0	May be inoperative provided Altitude Alerting System is considered inoperative	
15.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, i.e., RVSM do not require its use.	
16. ***	Multifunction Display (MFD)	C	1	0	May be inoperative provided Weather Radar is not required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17.	EADI/EHSI Display Units					
	a) Pilot's Side Displays	B	2	1	One display may be inoperative Provided: a) Operative display is showing both EADI and EHSI information using CMPST mode, and b) The Standby Attitude Indicator is operative on the pilot's side.	
	b) Copilot's Side Displays	C	2	0	Both displays may be inoperative.	
18.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
19. ***	Windshear Warning and Flight Guidance System (Reactive)	B	-	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	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
20. ***	Windshear Detection and Avoidance System (Predictive)	B	-	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	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.	

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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
b)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
c)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.	
	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	Airspace Selection Function	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23.	Flight Management System	B	-	0	(O) May be inoperative provided: a) Enroute navigation does not require its use, b) Procedures do not require its use, and c) Operational regulations do not require its use.	
a)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are established and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight -days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	Terrain Awareness And Warning System (TAWS)					
	Class A TAWS Equipment Required					
a)	GPWS	A	1	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
	1. Modes 1-4	A	4	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
	2. Test Mode	A	1	0	(O) May be inoperative provided: a. GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	3. Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
	4. Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	Terrain Awareness And Warning System (TAWS)					
a)	GPWS (Cont'd)					
	5. Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a. Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
b)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used	
c)	Terrain Displays	C	-	1		
		B	-	0		
d) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26. ***	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
27. ***	ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
28. ***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
29. ***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
30 ***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B Out function that operates normally may be used.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

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

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	-	-	Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded "DO NOT OCCUPY".	
		D	1	0	May be inoperative provided no cabin occupant is carried.	
2.	External Oxygen Pressure Gauge	C	1	0	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.	
3.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> 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) ***		C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
4.	Flight Crew Fixed Oxygen System					
a)	Flight Deck Pressure Indicator	C	1	0	(O) May be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum required for the intended flight.	
b)	Oxygen Bottle Gauge	C	1	0	May be inoperative provided the flight deck pressure indication is operative.	
c)	Flight Crew Oxygen Mask (right side)	D	1	0	May be inoperative provided the right pilot seat is not occupied.	
5.	Passenger Service Units	C	-	0	(O) One or more may be inoperative provided: a) Affected seats are blocked and placarded to prevent occupancy, and b) Units are operative for all operative passenger seats and the lavatory compartment (if applicable).	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste Systems	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, and b) Associated Lavatory Door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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52. Doors

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

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56. Windows						
Sequence No.	Item	1	2	3	4	Change Bar
1.	DV-Window Seal	C	1	0	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	

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77. Engine Indicating

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

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79. Engine Oil						
Sequence No.	Item	1	2	3	4	Change Bar
1.	OIL QTY Annunciator (CAWS)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.	

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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
1.	Starter Generator Timer	C	1	0	(O) May be inoperative provided start cycle is interrupted when Ng obtains a minimum of 52% Ng.	