



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: XX/XX/XXXX

Single Engine Airplanes

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	09/25/2009	Original Issue.
1	11/23/2011	Complete Revision – All Pages.
2	XX/XX/XXXX	Complete Revision – All Pages.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 05/03/2022.

PAGE NO.	EXPLANATION OF CHANGE
General	This document has been completely re-written to comply with the federal 508 requirement for government documents.
All Pages	This is a complete rewrite of the MMEL, and cancels Single Engine Airplanes MMEL Revision 1, dated 11/23/2011. No changes bars used in this revision. Please review this document in its entirety.
Special Note	This MMEL may be used for Single Engine Piston and Turboprop Airplanes without an FAA Approved Make / Model / Series MMEL.

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DEFINITIONS AND PREAMBLE

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Dynamic Regulator System (DRS) 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 Flight Standards Dynamic Regulatory System (DRS) website.

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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
21-00-01	(M) Maintenance procedure to ensure the Air Conditioner does not have an adverse effect on engine operation or pressurization.
21-30-01	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-31-01	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-31-02	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-32-01	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-32-02	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-32-03	(O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-33-01	(M) Maintenance procedure to remove or secure the outflow valve(s) in the OPEN position. (O) Operations procedure to reconfigure aircraft for unpressurized flight.
21-33-02	(M) Maintenance procedure to remove or secure the affected outflow valve(s) in the OPEN position. (O) Operations procedure to reconfigure aircraft for unpressurized flight.
22-10-02	(O) Operations procedure to verify pitch trim is operative.
22-10-04	(M) Maintenance procedure to ensure Yaw Damper operation is independent and unrelated to Autopilot operation. (O) Operations procedure to ensure Autopilot is not used.
23-10-01	(O) Operations procedures to coordinate with ATC.
23-10-01-02	(M) Maintenance procedure to inspect aircraft structure.
23-20-01-02	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
23-40-01-01	(O) Operations procedure to ensure alternate procedures are established and used and/or operating restrictions are established for notifying passengers.
23-50-06	(O) Operations procedure to ensure Microphone is secured by an alternate means.
23-50-08-01	(O) Operations procedure to verify alternate procedures available for transmitting.
24-50-01-01	(M) Maintenance procedure to deactivate system.
24-50-01-02	(M) Maintenance procedure to deactivate system. (O) Operations procedure to provide alternate source of power for portable electronics.
24-50-02-01	(M) Maintenance procedure to deactivate system.
24-50-02-02	(M) Maintenance procedure to deactivate system. (O) Operations procedure to provide alternate source of power for portable electronics.
25-00-01	(O) Operations procedure to ensure an alternate means of securing and displaying Documents.
25-10-01-02-20	(M) Maintenance procedure to ensure armrest is removed.
25-10-01-08	(M) Maintenance procedure to ensure seat is secured.
25-20-01-02	(M) Maintenance procedure to verify the seat is secured in the taxi, takeoff, and landing position.
25-20-01-03	(O) Operations procedure to alert Cabin Crew of inoperative restraining system.
25-20-01-04-01	(M) Maintenance procedure to verify the armrest does not restrict access to any emergency exit, egress route, or main aisle. If the Armrest seat control is missing or removed, the seat must be secured in the taxi, takeoff, and landing (TTL) position.
25-20-01-05-02	(M) Maintenance procedure to verify the airbag is inoperative or disconnected and the seatbelt operates normally.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-30-01	(M) Maintenance procedure to secure affected compartment or closet in the closed position. (M) Maintenance procedure to remove or secure the door. (O) Operations procedure to alert crewmembers and passengers of the affected compartment/closet.
25-30-01-01	(M) Maintenance procedure to secure the unlocked door by other means.
25-50-01	(M) Maintenance procedure to verify the approved cargo-loading limits are observed through the source documents.
25-60-01-04	(O) Operations procedure to ensure proper servicing is verified at each preflight.
25-60-04	(O) Operations procedure to ensure partially stocked Survival Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
25-61-01	(M) Maintenance procedure to deactivate the system.
25-62-01-02	(M) Maintenance procedure to deactivate the system. (M) Maintenance procedure to add placard. (M) Maintenance procedure to deactivate the system.
25-62-01-03	(M) Maintenance procedure to deactivate the system.
26-22-01-01	(O) Operations procedure to ensure proper installation and servicing is verified at each preflight.
27-00-01	(O) Operations procedure to ensure all provisions of the proviso are complied with.
27-10-01	(O) Operations procedure to ensure all provisions of the proviso are complied with.
27-20-01	(O) Operations procedure to ensure all provisions of the proviso are complied with.
27-31-01-01	(M) Maintenance procedure to ensure Manual or Standby Trim System is OPERATIVE, and if the Autopilot and Electric Trim are integrated, the Autopilot must be considered INOPERATIVE.
27-31-01-02	(M) Maintenance procedure to ensure Manual or Standby Trim System is verified OPERATIVE.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
27-50-01	(O) Operations procedure to ensure Flaps are visually checked for correct travel and NO RESTRICTIONS, and they are checked for proper setting prior to each departure.
27-70-01	(M) Maintenance procedure to ensure Gust Lock is secured UNLOCKED.
28-40-01	(O) Operations procedure to ensure a reliable means is established to determine the fuel quantity on board meets the regulatory requirement for the flight and procedures are established to maintain proper fuel balance.
28-41-01	(O) Operations procedure to establish alternate process to determine fuel usage.
31-20-02	(O) Operations procedure to track flight time by an alternate method.
32-42-01	(O) Operations procedure to ensure no movement of the airplane when stopped or parked.
33-20-02	(O) Operations procedure to ensure alternate procedure is established and used to notify Cabin occupants.
33-50-01-01	(O) Operations procedure to ensure installation and operation is verified at each preflight.
34-16-01	(O) Operations procedure to ensure alternate procedure is used to replace loss of the Altitude Alerting/Pre-Select System.
34-25-01	(O) Operations procedure to ensure approach procedures do not require use of the Flight Director and the AFM/POH are reviewed for any Autopilot Limitations.
34-44-01-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-01-01-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-01-01-04	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-44-01-01-05	(O) Operations procedure to ensure alternate procedures are established and used. Applies to both provisos.
34-44-01-02	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-02-01	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-44-02-01-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-02-01-04	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-44-02-01-05	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-03	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-04	(M) Maintenance procedure to ensure Radio Altimeter System is deactivated.
34-45-01	(M) Maintenance procedure to ensure System is deactivated and secured. Applies to both provisos.
34-45-02	(M) Maintenance procedure to ensure System is deactivated and secured. Applies to both provisos.
34-45-02-02	(O) Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.
34-45-02-03	(O) Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System.
34-50-01	(O) Operations procedure to ensure prior flight authorization is obtained by ATC.
34-50-02	(O) Operations procedure to ensure prior flight authorization is obtained by ATC.
34-50-03	(O) Operations procedure to ensure prior flight authorization is obtained by ATC.
34-50-04	(O) Operations procedure to verify alternate procedures are established and used.
35-20-01-01	(O) Operations procedures to verify proper installation and servicing at each preflight.
35-30-01-01	(O) Operations procedure to ensure proper installation and servicing is verified at each preflight.
46-00-01-01	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
46-00-01-02	(O) Operations procedure to ensure alternate procedures are established and used.
46-00-01-03	(M) If applicable, Maintenance procedure to ensure deactivation of supply/power connection. (O) Operations procedure to ensure alternate procedures are established and used.
46-00-01-04	(M) Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. Applies to both provisos. (O) Operations procedure to ensure alternate procedures are established and used.
46-20-00	(O) Operations to verify all checklists are readily available and in a usable appropriate format.
52-70-01	(O) Operations procedure to ensure a crewmember confirms by visual inspection that all Doors are latched and SECURED in the CLOSED position and that the Doors are not reopened prior to departure.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Air Conditioning System	C	1	0	(M) May be inoperative provided Air Conditioner is DEACTIVATED.	
-20-01	Fresh Air Vent	C	-	1		
-30-01 ***	Environmental Control System (ECS)	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-31-01	Cabin Pressurization System	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-31-02 ***	Pressurization Controller	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-01 ***	Cabin Differential Pressure Gauge/Indication	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-02 ***	Cabin Altitude Gauge/Indication	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-32-03 ***	Cabin Vertical Speed Gauge/Indication	C	1	0	(O) May be inoperative provided the flight is conducted UNPRESSURIZED.	
-33-01 ***	Cabin Dump Function	C	-	0	(M)(O) May be inoperative provided: a) The outflow valve(s) are removed or secured in the OPEN position. b) The flight is conducted UNPRESSURIZED.	
-33-02 ***	Cabin Outflow Valve	C	-	0	(M)(O) May be inoperative provided: a) The outflow valve(s) are removed or secured in the OPEN position. b) The flight is conducted UNPRESURRIZED.	
-34-01	Cabin Altitude Warning System	C	1	0	May be inoperative provided the flight is conducted at or below 10,000 ft. MSL.	
-40-01	Heating System	C	-	0		
-50-01 ***	Vent Blower System	C	-	0		

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 *** (PL-101)	Autopilot System	C	-	0	May be inoperative provided operations do not require its use.	
-10-02 *** (PL-093)	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	(O) One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided the autopilot is not used.	
-10-03 ***	Go Around Button (All Systems)	C	-	0	May be inoperative provided Autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually.	
-10-04 ***	Yaw Damper	C	1	0	(M) May be inoperative provided Yaw Damper is independent and unrelated to Autopilot operation.	
		C	1	0	(O) Autopilot is not used.	

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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
-00-01 *** (PL-095)	Communications System (VHF and UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
-01	VHF Communication Control Panels					
-01	Frequency Transfer Light	C	-	0		
-02	Frequency Transfer Switch	C	-	0		
-03	Frequency Selector Knob	C	-	2		
-04	Frequency Indication	C	-	2		
-00-02 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-10-01 *** (PL-106)	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 Long-Range Communication Systems (LRCS) provided: <ol style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	

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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
-10-01 *** (PL-106)	High Frequency (HF) Communication System (Cont'd)					
-02	Wire Antenna	C	-	0	(M) May be inoperative, missing or damaged provided: a) Aircraft Structure/Tail Section is inspected for damage, b) Any remaining portion of the Antenna is removed, and c) High Frequency (HF) Communication System is considered INOPERATIVE.	
-20-01 ***	Satellite Data Link Service					
-01	Radio	D	-	0		
-02	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any Function(s) that operate normally may be used.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03		D	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	WIFI Internet System	D	-	0		
-40-01 ***	Intercom System					
-01 ***	Cockpit Intercom System	D	-	0		
		C	-	0	(O) May be inoperative provided alternate normal, abnormal, and emergency procedures, and/or operating restrictions are established for notifying passengers.	
					NOTE: Any function(s) that operate normally may be used.	
-02 ***	Cabin Intercom System	D	-	0		
-40-02 *** (PL-009)	Passenger Address (PA) System					
-01	Passenger Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-01 *** (PL-058)	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-50-02 *** (PL-058)	Flight Deck Hand Microphone	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-03 *** (PL-058)	Flight Deck Headsets/ Headphones (OPERATOR OTHER THAN HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	D	-	-	Any in excess of those required by regulation may be inoperative.	
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	-	-	May be inoperative provided associated flight deck speaker operates normally.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-50-04 *** (PL-058)	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	
-50-05 ***	Hand Microphone Jack	C	-	0	May be inoperative provided an operative Boom/Headset Microphone(s) is available.	
-50-06 ***	Hand Microphone Holder	C	-	0	(O) May be inoperative provided Microphone is secured by alternate means.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-07 ***	Cockpit Overhead Communication Speaker	C	-	1	One may be inoperative provided: a) Affected Speaker is not required for procedures, and b) An operative Headset is available to the flightcrew for associated inoperative Speaker.	
		C	-	0	May be inoperative provided an operative Headset is available to the flightcrew for associated inoperative Speaker.	
-50-08	Push-to-talk (PTT) Switch (Failed Deselected)					
-01	Pilot Yoke Switch	D	1	0	(O) One may be inoperative provided alternate procedures are established and used for transmitting.	
-02	Co-Pilot Yoke Switch	D	1	0	May be inoperative.	
-60-01	Static Wicks	C	-	-	May be missing or inoperative in accordance with the aircraft Kind of Operations Equipment List.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Standby Electrical System (Standby Alternator)	C	-	0	May be inoperative provided aircraft is not operated IFR.	
-40-01 ***	External Power System	D	1	0		
-50-01 ***	AC Cockpit Outlet					
-01	(Outlet not required)	D	-	0	(M) May be inoperative provided procedures do not require its use and the system is deactivated.	
-02	(Outlet required)	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used and the system is deactivated.	
-50-02 ***	DC Cockpit Outlet (Including USB Outlet)					
-01	(Outlet not required)	D	-	0	(M) May be inoperative provided procedures to not require its use and the system is deactivated.	
-02	(Outlet required)	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and the system is deactivated.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder	D	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the Documents used.	
-10-01	Flightcrew Seat (Per Seat)					
-01 ***	Seat Back Angle Adjustment	C	1	0	May to be inoperative provided: a) Affected seat is failed in a latched/upright position that permits pilot normal visibility and is acceptable to the flightcrew, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-02 ***	Armrest					
-10		D	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		D	-	0	(M) May be inoperative provided armrest is removed.	
-03 ***	Vertical Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal pilot visibility and is acceptable to the flightcrew, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-04 ***	Lumbar Support	D	1	0		

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Flightcrew Seat (Per Seat) (Cont'd)					
-05 ***	Restraint Buckle Protective Padding (Does Not Include Padding for Airbag Equipped Aircraft)	D	-	0	May be missing or inoperative.	
-06 ***	Seatbelt/Shoulder Harness	B	1	0	Right side may be inoperative provided Affected Seat is placarded "DO NOT OCCUPY".	
-07 ***	Airbag	A	-	-	May be inoperative provided Airbag is repaired or replaced within 3 flight-days.	
-08	Copilot Floor Tracking	C	1	0	(M) May be inoperative provided seat remains unoccupied.	
-10-02 ***	Cockpit Sunvisor System (Including Attach Mechanism)	D	-	0	May be inoperative or missing provided crewmember's field of vision is not obstructed.	
-10-03 ***	Yoke-Mounted Chart Holder	D	-	0		
-10-04 ***	Yoke-Mounted Chart Holder Light	D	-	0		

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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 *** (PL-079)	Passenger Seats					
-01	Passengers Seat (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
-03	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
(Continued)						

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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 *** (PL-079)	Passenger Seats (Cont'd)					
-04	Armrests					
-01	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
-02	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-05	Seat Belt/Air Bag Restraint Systems					
-01	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-02	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
-20-02 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the 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.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 *** (PL-104)	Cabin Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected compartment or closet in closed position, b) Affected compartment or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment or closet is considered inoperative, and d) Affected compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: Proviso is not intended to preclude crewmember inspections.	
		C	-	-	(M)(O) May be inoperative provided: a) For nonretractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in retracted (fully open) position, c) Affected compartment or closet is prominently placarded "DO NOT USE", d) Affected compartment or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and passengers of inoperative, compartments or closets, and f) Passengers are briefed that affected compartment or closet is not used. NOTE: Any emergency equipment located in affected compartment or closet (permanently affixed) is available for use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 *** (PL-104)	Cabin Storage Compartments/Closets (Cont'd)	C	-	-	May be inoperative in closed position provided: a) Affected compartment or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected compartment or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected compartment or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
-01	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01 (PL-100)	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> a) Approved cargo loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days. 	
-01 ***		A	-	-	May be inoperative or missing provided: <ol style="list-style-type: none"> a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days. 	
-02 ***		A	-	-	Individual cargo areas may be inoperative provided: <ol style="list-style-type: none"> a) The aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days. 	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-01 *** (PL-132)	Emergency Medical Equipment					
-01	Automated External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
-04 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged or missing provided proper servicing is verified at each preflight.	
-60-02 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
-60-03 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be missing, or inoperative provided affected raft is placarded, "INOPERATIVE" or removed.	
-60-04 ***	Survival Kit	D	-	-	(O) May be incomplete, missing or inoperative provided Survival Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.	
-61-01 ***	Aircraft Security System	D	-	-	(M) May be inoperative provided system is deactivated.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-62-01 (PL-120)	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	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT NOT INSTALLED" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
-03 ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	ELT Indicator Light	D	-	0		
-05 ***	ELT Aural Alarm	D	-	0		

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Smoke Hood	D	-	-		
-00-02 ***	Smoke Goggles	D	-	-		
-22-01 *** (PL-132)	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.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged or missing provided proper installation and servicing is verified at each preflight.	

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--------------------------------------	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	-	-	(O) May be inoperative provided: a) Affected Tab is visually checked for full range of operation, b) Affected Tab operation is not restricted, c) Affected Tab is positioned to NEUTRAL (or recommended setting) prior to each departure and appropriate setting is VERIFIED by visual inspection, and d) Flight is not conducted into known or forecast icing conditions.	
-10-01 ***	Aileron Trim	C	-	-	(O) May be inoperative provided: a) No emergency or abnormal procedure requires its use, b) Affected Tab(s) is/are positioned to NEUTRAL (or recommended setting) prior to each departure, and c) Appropriate setting is verified by visual inspection.	
-20-01 ***	Rudder Trim	C	-	-	(O) May be inoperative provided: a) No emergency or abnormal procedure requires its use, b) Affected Tab(s) is/are positioned to NEUTRAL (or recommended setting) prior to each departure, and c) Appropriate setting is verified by visual inspection.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-31-01 ***	Electric Elevator Trim System					
-01	Aircraft With Autopilot	C	-	0	(M) May be inoperative provided: a) Manual or Standby Trim System is verified OPERATIVE, and b) If Autopilot and Electric Trim are integrated, the Autopilot must be considered INOPERATIVE.	
-02	Aircraft Without Autopilot	C	-	0	(M) May be inoperative provided Manual or Standby Trim System is verified OPERATIVE.	
-50-01 ***	Flap Position Indicator	B	1	0	(O) May be inoperative provided: a) Flaps are visually checked for correct travel and NO RESTRICTIONS, and b) Flaps are visually checked for proper setting prior to each departure.	
-70-01 ***	Rudder Gust Lock	C	1	0	(M) May be inoperative provided Gust Lock is secured UNLOCKED.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Fuel Cap Lock	D	-	-	May be inoperative in the UNLOCKED position provided Fuel Cap is OPERATIVE.	
-40-01	Fuel Quantity Gauge/Indication	C	-	0	(O) May be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for flight, and b) Procedures are established to ensure fuel balance.	
-41-01 ***	Fuel Low Level Indication (Caution/Warning) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel Quantity Gauge/Indication is operative.	

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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 provided: a) Aircraft is not operated in visible moisture with static air temperature of +10°C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-10-01 ***	Surface Deicing System Failure To Inflate (All Aircraft Surfaces) (Non-TKS Aircraft Only)	C	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10°C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-30-01 ***	Pitot Heater	B	-	0	May be inoperative provided: a) Aircraft is not operated in IFR for 14 CFR 135 passenger carrying operations, b) Aircraft is not operated in known or forecast icing conditions, and c) Pitot Heater on any Emergency Bus is OPERATIVE.	
-30-02 ***	Stall Vane Heat	A	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight-days.	
-40-01 ***	Windshield Ice Protection System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-60-01 ***	Propeller Ice Protection System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Clock With Sweep Second Hand Or Electric Digital Clock	C	-	0	Any in excess of those required by 14 CFR may be inoperative. May be inoperative for VFR flight.	
-20-02 ***	Flight Hour Meter	C	-	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-20-03 ***	Elapsed Timer	D	-	0		
-30-01 ***	Engine Trend Monitoring System	D	1	0		
-40-02 *** (PL-087)	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-50-01 ***	Electronic Checklist	D	-	0	May be inoperative, provided an approved checklist is available and used.	
-01 ***	Remote Controller	D	-	0		

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--------------------------------------	--

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Parking Brake	C	1	0	(O)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 (PL-077)	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
-10-02 ***	Windshield Ice Detector Light	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-10-03 ***	Courtesy Light/External Utility (Excluding Wing Ice Detect Light)	C	-	0		

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Cabin Interior Lighting System					
-01	Passenger Configuration	C	-	-	Individual Lights may be inoperative for night operation provided sufficient lighting is operative for the crew to perform required duties.	
-02	Cargo Only Configuration	D	-	0		
-20-02 *** (PL-123)	Passenger Lighted Information Sign	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
		C	-	0	May be inoperative provided no Cabin occupants are carried.	
-30-01 ***	Baggage Compartment Light	D	-	0		
-40-01	Exterior Lighting					
-01	Anti-Collision Strobe Light	A	1	0	May be inoperative provided: a) Position (NAV) Light System is OPERATIVE, b) Beacon is OPERATIVE, and c) Repairs are made within 3 flight-days.	
		D	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Not required by 14 CFR.	
-02	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	
-03 ***	Taxi/Recognition Light	C	-	0	May be inoperative for night operations provided one Landing Light is operative.	
						(Continued)

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Exterior Lighting (Cont'd)					
-04	Beacon Light	C	-	0	May be inoperative provided Strobe Light System is operative.	
		D	-	0	May be inoperative provided the aircraft is not operated at night.	
-05 *** (PL-072)	Wing Icing Detection Light(s)	C	-	0	May be inoperative provided: a) The aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
-06 ***	Logo Light (Tail Flood)	C	-	0		
-07 ***	Pulse Light System	C	-	-	May be inoperative provided Landing and Taxi Lights are OPERATIVE.	
-08	Landing Light System	C	-	0	As required by 14 CFR.	
-40-02 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-50-01 *** (PL-132)	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 or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
-01 ***	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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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	VHF Navigation Systems					
-01	VOR	C	-	-	May be inoperative provided not required by 14 CFR.	
-02	ILS					
-01	Localizer	C	-	-	May be inoperative provided not required by 14 CFR.	
					NOTE: Associated Glideslope must be considered INOPERATIVE.	
-02	Glideslope	C	-	-	May be inoperative provided not required by 14 CFR.	
-13-01 ***	Vertical Speed Indicators	C	-	1	May be inoperative on right side.	
		C	-	0	May be inoperative provided aircraft is operated VFR.	
-14-01 ***	Airspeed Indicator	C	-	1	Right side may be inoperative provided operations do not require a second in command.	
-14-02 ***	Standby Airspeed Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
-16-01 ***	Altitude Alerting/Pre-Select System	C	-	0	(O)	
-16-02 ***	Altimeter	C	-	0	Right side may be inoperative provided operations do not require a second in command.	
-16-03 *** (PL-111)	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-17-01 ***	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative.	
-21-01	Pitch & Bank Indicator System	C	-	0	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Operations are conducted in day VMC only.	
-22-01	Directional Gyroscopic Indicator	C	-	0	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Operations are conducted in day VMC only.	
-24-01	Rate-Of-Turn Indicator	C	-	1	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Left side is operative for IFR.	
-24-01		C	-	0	May be inoperative provided the aircraft is operated VMC only.	
-24-02	Slip Skid Indicator	C	-	-	Right side may be inoperative provided: a) Operations do not require a second in command, and b) Left side is operative for IFR.	
-25-00 ***	Synthetic Vision	D	1	0	May be inoperative provided system is selected off.	
-25-01 ***	Flight Director	C	1	0	(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Pilot in command reviews AFM/POH for any Autopilot Limitations.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Marker Beacon	C	-	0	May be inoperative provided not required by 14 CFR.	
-42-01	Weather Radar/ Thunderstorm Detection Equipment	C	-	0	May be inoperative provided not required by 14 CFR.	
-44-01 *** (PL-054)	Class A TAWS Equipment Required					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03	Glideslope Deviations (Mode 5)	C	-	1	May be inoperative.	
		B	-	0		
-04	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.	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01 *** (PL-054)	Class A TAWS Equipment Required (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-05 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		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.	
-02	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.	
-03	Terrain Displays	C	-	1		
		B	-	0		
-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02 *** (PL-054)	Class B TAWS Equipment Required					
-01	Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03 ***	Modes 2, 4 & 5	C	3	0		
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
-05 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02 *** (PL-054)	Class B TAWS Equipment Required (Cont'd)					
-02	Terrain System- Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
-44-03 *** (PL-054)	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
-44-04 ***	Radio Altimeter System	C	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require use, c) TAWS is considered inoperative, and d) TCAS II is considered inoperative. NOTE: Landing Gear Warning System may function differently without Radio Altimeter input.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 *** (PL-032)	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.	
-45-02 *** (PL-032)	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.	
-01	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	One 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
-45-02 *** (PL-032)	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-02	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.	
-03	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	C	-	0		
-45-03	TCAD/TAS/TIS	C	-	-	May be inoperative provided not required by 14 CFR.	
-46-01 ***	Lightening Detect System	C	-	0	May be inoperative provided not required by 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
-50-01 *** (PL-105)	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.	
-50-02 *** (PL-105)	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
-50-03 *** (PL-105)	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
-50-04 *** (PL-105)	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-51-01 *** (PL-003)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-01 (PL-076)	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.	
-01 ***	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-55-01 ***	Automatic Direction Finding (ADF) System	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
-57-01	Global Positioning System (GPS/GNSS/SBAS)	D	-	-	May be inoperative provided not required by 14 CFR. NOTE: Enhanced function of TAWS may not be available.	
-57-02 ***	Long Range Navigation Systems (DME-DME, VOR-DME AREA NAVIGATION)	C	-	-	May be inoperative provided not required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-58-01 (PL-098)	Navigation Databases	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
-60-01 ***	Data Loader	C	-	-		
-61-01	Flight Management System (FMS)	C	-	-	May be inoperative provided system is not required by 14 CFR.	
					NOTE: Enhanced function of TAWS may not be available.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Oxygen System	D	1	0	May be inoperative provided it is not required by 14 CFR.	
-01	Pilot Mask	D	1	0	May be inoperative provided it is not required by 14 CFR.	
-02	Copilot Mask	D	1	0	May be inoperative or missing provided: a) Operations not requiring a second in command, and b) Not required by 14 CFR.	
-03	Passenger Mask	D	1	0	May be inoperative provided it is not required by 14 CFR.	
-20-01 *** (PL-132)	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 *** (PL-132)	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. NOTE 2: 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.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged or missing provided proper installation and servicing is verified at each preflight.	

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37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Instrument Air Pump	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00-02 ***	Source Failure Indicator	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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38. Water/Waste						
Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Pilot Relief System	C	-	0		
-30-02 ***	Lavatory System	C	-	0		

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 *** (PL-121)	Electronic Flight Bag (EFB) Systems					
-01 ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-02 ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-03 ***	Power Supply/ Power Connection	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, M symbol and this NOTE should not appear in the MMEL.	
		D	-	0	May be inoperative provided procedures do not require its use.	
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 *** (PL-121)	Electronic Flight Bag (EFB) Systems (Cont'd)					
-04 ***	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
-20-00 ***	Line Advance Button (Yoke)	C	2	0	(O) May be inoperative provided all checklists are readily available in usable appropriate format.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Cockpit Divider Curtain	D	-	0	May be missing or inoperative provided Curtain remains secured OPEN.	
-10-01 ***	Cabin Door Seal (Non-Pressurized Aircraft Only)	C	-	0	May be inoperative provided Door operation is not affected.	
-10-02 ***	Cockpit Door Key Lock	D	-	0	May be inoperative in the UNLOCKED position.	
-10-03 ***	Passenger Door Key Lock	D	-	0	May be inoperative in the UNLOCKED position.	
-30-01 ***	Cargo Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and LATCHED prior to flight.	
-40-01 ***	Nose Cowl Door Key Lock	C	-	0	May be inoperative in the unlocked position provided Door is verified closed and LATCHED prior to flight.	
-70-01 ***	Door Warning Annunciator	B	-	0	(O) May be inoperative provided a crewmember confirms by visual inspection that all Doors are latched and SECURED in the CLOSED position and that the Doors are not reopened again prior to departure.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 (PL-45)	Engine FADEC System					
-01	System Faults	A	-	-	May be dispatched with system faults provided repairs are made in accordance with the times established in either the engine or aircraft manufacturer's, FAA-approved document, whichever is more restrictive (reference specific document number).	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-22-01 ***	Exhaust Gas Temperature System (EGT) (Reciprocating Engine-Powered Airplanes Only)	C	1	0		