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N769 SN: 100-023

MASTER MINIMUM EQUIPMENT LIST
PROCEDURES GUIDE
14 CFR 91

"This MEL procedures document is only applicable to 14 CFR part 91 operations, and may not be used for operations conducted under parts 91K, 121, 125, 129, or 135."

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HIGHLIGHTS OF CHANGE	
All	Updated to match MMEL revision 1
All	Remove and replace AMD with OAS
5-8	Updated definitions IAW PL-25 rev 21
10-12	Updated Procedures to standard DOI *MMEL & PG* language
21-1	-20-01 Added Fresh Air Vent -21-03 Added Avionics Cooling Fan #1 -21-04 Added Avionics Cooling Fan #2
22-1	-10-01 Changed item to specify “S-Tec 55X” Autopilot System -10-02 Changed item to specify “S-Tec 55X” Yaw Damper
22-2	-10-03 Added GFC 700 Autopilot System -10-04 Added Autopilot/Trim Interrupt Function -10-05 Added Go Around Button -10-06 Added LVL Button -10-07 Added Control Wheel Steering (CWS)
27-1	-51-01 Added exception
30-2	-00-01 Added TKS Ice Protection System -30-02 Added Stall Warning Heat
31-1	-20-01 Added Exception
33-2	-40-06 Revised title and exception -40-07 Added Wing Ice Light
34-2	-42-01 Added Weather Radar -44-02 Added TAWS Inhibit Switch
52-1	-00-01 Added Cockpit Divider Curtain System
	-10-01 Added Crew Door Seal System
71-1	-60-02 Added Inertial Separator Actuator

1. **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
2. **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
   - **A. Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
   - **B. Repair Category.** See definition #24.
   - **C. Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
   - **D. Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
   - **E. Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
   - **F. Provisos.** Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
   - **G. Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
   - **H. Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
3. **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
4. **As Required by 14 CFR.** When the MMEL states, "As Required by 14 CFR," the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term "14 CFR" has replaced "FAR" as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym "FAR"; therefore, this acronym is acceptable and retained in PL-25 and this definition.
5. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
6. **Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

7. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
8. **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
9. **Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
10. **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
11. **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
12. **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.\
13. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
14. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
15. **Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
16. **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
17. **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
18. **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
19. **Is Not Used.** The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
20. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft’s ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

21. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

22. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

23. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

- **A.** **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
- **B.** **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
- **C.** **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
- **D.** **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

24. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

25. **Triple Asterisk (***).** Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

26. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

27. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

28. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

29. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

30. **(O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

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PREAMBLE PART 91, REV. 2		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR. Except as provided in Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety. An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment. The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL. The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

1.1 Purpose. This master minimum equipment list (MMEL) procedures guide is intended to facilitate safe and efficient utilization of fleet, government owned and operated, aircraft. Inoperative equipment must be repaired, replaced or removed at the earliest opportunity. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL Procedures Guide. In any case all deferred equipment must be addressed at the next scheduled inspection, i.e. 100 hour or annual inspection.

1.2. Policy See DOI 351 DM 2.4A(3)

2.2 Procedure

When a discrepancy is identified, it should be brought to the attention of your OAS Fleet Manager (FM) as soon as possible. The FM can arrange for a suitable maintenance facility to begin work and coordinate contract actions with the contracting officer. Remember, if the repair is going to cost more $2500, a contracting officer will need to approve obligating the funds. The sooner the OAS FM is brought into the process, the sooner the aircraft will be back in the air.

Discrepancies can be placed in one of two categories. The first is a grounding discrepancy that compromises the airworthiness of the aircraft (e.g., a cracked spar). A grounding discrepancy is written up on the OAS-2 form and must be corrected and signed off by an authorized mechanic before the aircraft is released for flight.

A grounding discrepancy can be dealt with one of two ways; it can be repaired or deferred IAW 14 CFR 91. A grounding discrepancy for inoperative equipment can be deferred if the specific piece of equipment is not required for flight. The Master Minimum Equipment List (MMEL) and this Procedures Guide must be used to determine if the aircraft can be flown with the item inoperative. The following steps must be taken by the pilot or maintenance person to secure the item before flight. If the inoperative equipment is not listed in the MMEL, it is required for flight.

The second type of discrepancy is one that does not affect airworthiness, but is something we will want to correct eventually (e.g., a tear in the upholstery). This type of discrepancy is written up as an “info write up” on the OAS-2. Send the white copy of the form to your OAS Fleet Manager so he can begin planning for the best time and place to correct the discrepancy. Info write-ups do not require a documented corrective action before flight.

Procedure for correcting discrepancies:

Discrepancy Identified:

NOTE: When equipment fails and becomes inoperative in-flight follow the manufactures' procedures to the termination of the flight.

1) Contact your OAS Fleet Manager Brian Green, brian_green@ios.doi.gov, 208-433-5082 (Alternate, Walker Craig, walker_craig@ios.doi.gov, 208-433-5077)

2) Is the airworthiness of the aircraft affected? The pilot and FM (a certificated mechanic) must make this determination together.
   a) Does the INOP equipment constitute a hazard to the aircraft?
      i) Yes, go to 5
      ii) No, continue
   b) Is the INOP equipment required by an AD?
      i) Yes, grounded go to 5
      ii) No, continue.
   c) Is the equipment non-essential equipment or cosmetic in nature?
      i) Yes, go to 6
      ii) No, continue

3) Is the INOP equipment listed in the MMEL?
      i) Yes, go to 4
      ii) No, Aircraft is grounded. Go to 5

4) Deferral procedure
   a) Look at the aircraft to determine how many are installed and then look in column 3 determine how many are required.
      i) If the number required is more than the number installed and operative the item cannot be deferred. The aircraft is grounded go to 5.
      ii) If the number required is less than the number installed and operative, continue.
   b) Read column 4 Remarks and Exceptions. All instructions must be complied with.
      i) (O) or (M) indicates a required procedure. (O)&(M) procedures are detailed in this document hereafter. (O) Procedures can be accomplished by the pilot. (M) Procedures must be accomplished by a qualified aircraft mechanic.
      ii) "As required by 14 CFR" indicates it may be deferred under certain circumstances as dictated by regulation. See details listed in this document hereafter.
      iii) Placard inoperative equipment.
         1. Place the placard as close to the inoperative piece of equipment as possible or control in the cockpit as appropriate.
         2. The placard needs to be in a conspicuous location to alert all pilots that there is inoperative equipment.
         3. Put the date the item was deferred on the placard.

iv) Complete OAS-2
   1. In the Discrepancies area write the description of the inoperative equipment as found in the MMEL.
   2. In the Corrective Action area write, "Deferred IAW MEL item # ____."
   3. In the Corrective Action area include the expiration date if required.
   4. In the Signature area sign and write you're A&P certificate number or pilot certificate number as appropriate.
   5. Enter the deferred equipment into the Deferred Aircraft Discrepancy Log, include expiration date if required, found on the flap in the OAS-2.

v) When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered.

vi) Prior to each flight the pilot should review the OAS-2, Log of Aircraft Discrepancies Log to verify the flight can be accomplished safely and legally.

vii) Go fly!

NOTE: When an inoperative item is deferred for one flight the next flight might not necessarily be safe or legal with the same item deferred.

5) Coordinate with OAS FM and maintenance facility to get the aircraft repaired. Ensure the repair is documented in the aircraft log books (if they are locally available) and on the OAS-2. Ensure an authorized mechanic signs the corrective action block, including his certificate number. Coordinate the flight release with the OAS FM, send the white copy of the OAS-2 to the OAS FM. Go fly!

6) For information write-ups, document the discrepancy as "informational only" on the OAS-2 in the "Discrepancies" block.
   a) Send the white copy of OAS-2 to the OAS FM.
   b) OAS FM will determine what and when action is required.
   c) If the OAS FM determines the discrepancy is an airworthiness issue, go to 2.
   d) If the OAS FM determines the discrepancy is not an airworthiness issue then:
      i) The OAS FM will coordinate with the pilot and repair facility to get the discrepancy repaired.
      ii) The repair facility will document the corrective action on the OAS-2 as coordinated with the OAS FM. Go fly!

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
21	AIR CONDITIONING					
-20-01	Fresh Air Vent	C	12	1		
21-01	Forward Ventilation Blower	C	1	0	(M)	
-21-02	Aft Ventilation Blower	C	1	0	(M)	
-21-03	Avionics Cooling Fan #1	C	1	0	May be inoperative provided: a) PFD 1 COOLING is not displayed, b) COM 1 TEMP is not displayed, and c) GIA 1 COOLING is not displayed.	
-21-04	Avionics Cooling Fan #2	C	1	0	May be inoperative provided: a) PFD 2 COOLING is not displayed, b) COM 2 TEMP is not displayed, and c) GIA 2 COOLING is not displayed.	
-40-01	Main Cabin Electric Heat Unit	D	6	0	(M) Heating units may be inoperative provided environment control unit functions normally	

21-21-01 (M) Forward Ventilation Blower - Deactivate the Forward Ventilation Blower by pulling the EVAP BLOWR FWD circuit breaker and collaring it. Provide a placard "FORWARD VENTILATION BLOWER INOP" near the ECS display.

21-21-02 (M) Aft Ventilation Blower - Deactivate the Aft Ventilation Blower by pulling the EVAP BLOWR AFT circuit breaker and collaring it. Provide a placard "AFT VENTILATION BLOWER INOP" near the ECS display.

21-40-01 (M) Main Cabin Electric Heat Unit - Determine which electric heat unit is inoperative by turning on each individual heater and noting whether or not it is producing heat. Deactivate the inoperative electric main cabin heater by pulling the RIGHT ELEC HEAT or LEFT ELEC HEAT circuit breaker as appropriate and collaring it. Provide a placard "RIGHT/LEFT ELECTRIC HEAT INOP" (right or left as appropriate) near the ECS display.

NOTE**:** Pulling the LEFT ELEC HEAT circuit breaker deactivates the 3 electric heat units on the left side of the cabin. Pulling the RIGHT ELEC HEAT circuit breaker deactivates the 5 electric heat units on the right side of the cabin.

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21	AIR CONDITIONING					
-40-02	Forward Cabin Bleed Air Heat System	C	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 32°F, and e) Defrost is considered inoperative.	
		D	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated in temperatures above 59°F, and e) Defrost is considered inoperative.	

Forward Cabin Bleed Air Heat System

21-40-02 (M) Deactivate the bleed air on/off valve by disconnecting the electrical connection and securing it to the engine mount with tie-wrap or safety wire. Provide a placard near the ECS display labeled “BLEED AIR HEAT / DEFROST SYSTEM INOP”.

21-40-02 (O)

1) The pilot shall flight plan and conduct flight as required to not operate at night.
2) The pilot shall flight plan and conduct the flight as required to operate under VFR only.
3) Prior to dispatch, verify the OAT indications are operable by cross checking the two indications to ensure both are within 2° F of each other.
4) The pilot shall flight plan and conduct the flight as required to not operate in temperatures below 32°F (0°C) category C or 59˚F (15˚C) category D.

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21	AIR CONDITIONING					
-40-03	Defrost	C	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 32°F.	
		D	1	0	(M) (O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, and d) Aircraft is operated in temperatures above 59°F.	

Defrost

21-40-03 (M) Deactivate the bleed air on/off valve by disconnecting the electrical connection and securing it to the engine mount with tie-wrap or safety wire. Provide a placard near the ECS display labeled “BLEED AIR HEAT / DEFROST SYSTEM INOP”.

21-40-03 (O)

1) The pilot shall flight plan and conduct flight as required to not operate at night.
2) The pilot shall flight plan and conduct the flight as required to operate under VFR only.
3) Prior to dispatch, verify the OAT indications are operable by cross checking the two indications to ensure both are within 2° F of each other.
4) The pilot shall flight plan and conduct the flight as required to not operate in temperatures below 32°F (0°C) category C or 59˚F (15˚C) category D.

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22	AUTO FLIGHT					
-10-01	S-Tec 55X Autopilot System	C	1	0	(M) (O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Yaw damper master switch auto function is not used.	
-10-02	S-Tec 55X Yaw Damper	C	1	0	(M)	

S-Tec 55X Autopilot System

22-10-01 (O)

1) DOI policy requires compliance with 14 CFR 135 regarding crew composition. An operative auto pilot is required for single pilot IFR when carrying passengers.
2) Exceptions: Single pilot IFR flight with passengers and no autopilot is allowed;
   a) For take off from an airport that is IFR to a point no more than 15 minutes flying time at normal cruise speed that is VFR.
   b) When unforecast IMC is encountered enroute.
   c) For an approach when unforecast IMC is encountered at the destination airport.
3) The pilot shall not use the AUTO position on the yaw damper master switch.

22-10-01 (M) - Deactivate the autopilot by pulling the AUTOPILOT circuit breaker and collaring it. Operate the flight controls to verify freedom of movement, autopilot servos are disengaged and that the control stops are reached. Provide a placard located near the autopilot mode controller labeled “AUTOPILOT INOP”.

S-Tec 55X Yaw Damper

22-10-02 (M) Deactivate the yaw damper by pulling the YAW DAMP circuit breaker and collaring it. Operate the rudder pedals to verify freedom of movement, yaw damper servo is disengaged and that the control stops are reached. Provide a placard located near the autopilot mode controller labeled “YAW DAMPER INOP”.

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22	AUTO FLIGHT					
-10-03	GFC 700 Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is not required by 14 CFR, b) Operations do not require its use, and c) Flap Compensation Trim (FCT) is operable (FLAP TRIM FAIL annunciation not shown).	
-10-04	Autopilot/Trim Interrupt Function	C	2	1	One may be inoperative provided disconnect button is operative on flying pilot side.	
-10-05	Go Around Button	C	1	0	May be inoperative provided: a) Flight director is not used for takeoff or during go around, and b) Autopilot is disconnected for go-around. NOTE: Missed approach guidance must be activated manually.	
-10-06	LVL Button (Autopilot Level Mode)	C	2	0		
-10-07	Control Wheel Steering (CWS)	C	2	0		

22-10-03 (O) GFC 700 Autopilot System

1) DOI policy requires compliance with 14 CFR 135 regarding crew composition. An operative auto pilot is required for single pilot IFR when carrying passengers.
2) Exceptions: Single pilot IFR flight with passengers and no autopilot is allowed;
   a) For take off from an airport that is IFR to a point no more than 15 minutes flying time at normal cruise speed that is VFR.
   b) When unforecast IMC is encountered enroute.
   c) For an approach when unforecast IMC is encountered at the destination airport.
3) Pilot must verify that the Flap Compensation Trim (FCT) is operable by, checking the FLAP TRIM FAIL annunciation is extinguished.

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23	COMMUNICATIONS				
-12-01	Communications System (VHF)	C	2	1	(M) One may be inoperative provided it is not required by 14 CFR.
-40-01	Right Audio Panel	C	1	0	(M) May be inoperative for operations not requiring a second in command.
-50-01	Cockpit Speaker	C	2	0	May be inoperative provided an operative headset is available to each flight crew member.
-50-02	Push-to-Talk Switch	C	2	0	May be inoperative provided: a) Hand microphone is operative, and b) Push to talk switch is not failed in the transmit position.
-50-03	Hand Microphone	C	1	0	May be inoperative or missing provided an operational headset with microphone is available and used.
-50-04	Headset Audio Function	C	2	0	May be inoperative provided both cockpit speakers are operative.

23-12-01 (M) Communications System (VHF)

1) Deactivate the communications radio by pulling the NO. 1 COMM or NO. 2 COMM circuit breaker as appropriate and collar it. Provide a placard located near the upper right corner of the pilot's PFD labeled "COMM RADIO INOP".
2) DOI policy nor FAR require more than one (1).

23-40-01 (M) Right Audio Panel - Deactivate the right audio panel by pulling the NO. 2 AUDIO circuit breaker and collar it. Provide a placard located near the right audio panel labeled "NO. 2 AUDIO PANEL INOP".

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23	COMMUNICATIONS					
-60-01	Static Wick					
1)	Left Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
2)	Right Aileron	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
3)	Left Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
4)	Right Elevator	C	2	1	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	
5)	Rudder	C	4	3	One may be missing or non-functional provided total inoperative static wicks on airplane do not exceed three.	

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24	ELECTRICAL POWER				
-30-01	40 Amp Alternator	B	1	0	(M) May be inoperative provided: a) Aircraft is operated VFR only, and b) 300 amp generator is operative.
-32-012	Standby Attitude Indicator Battery	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS and ADCs are operating normally, and c) The generator and alternator are operative.
-37-01	Alternator Fail Annunciation	C	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The alternator amps indication is operative, and c) Both voltage indications are operative.
-37-02	Generator Fail Annunciation	B	1	0	(O) May be inoperative provided: a) Aircraft is operated VFR only, b) The generator amps indication is operative, and c) Both voltage indications are operative.

24-30-01 (M) 40 Amp Alternator - Deactivate the alternator by pulling the ALT and ALT SENSE circuit breakers and collaring them. Provide a placard located near the left switch panel labeled “ALTERNATOR INOP”.

24-37-01 (O) Alternator Fail Annunciation

1) With the engine running and the alternator and generator turned on, ensure that the Essential Buss Volts indication is between 27.4 and 28.0 V, and the Alternator Amps reflects battery charging amperage (approximately 30 amps after startup, then down to approximately 10 amps after battery is charged).
2) The pilot shall monitor the alternator amps indication to determine if the alternator is functioning properly.

24-37-02 (O) Generator Fail Annunciation

1) With the engine running and the alternator and generator turned on, ensure that the Main Buss Volts indication is between 27.0 and 27.8V, and the Generator Amps reflects battery charging amperage (approximately 80 amps after startup).
2) The pilot shall monitor the generator amps indication to determine if the alternator is functioning properly.

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

25-10-01 (M) Crew Seat Vertical Adjustment - Ensure the seat is secured in a fixed position and that the only inoperative portion of the vertical adjustment mechanism is the handle itself. Provide a placard located near each vertical adjustment handle labeled "VERTICAL ADJUSTMENT INOP".

25-10-02 (M) Crew Seat Fore and Aft Adjustment - Ensure the seat is secured in a latched position. Install the seat stops in the first open slots in the seat tracks aft of the seat to prevent aft movement should the seat break free from its latched position. Provide a placard located near each fore/aft adjustment lever labeled "FORE/AFT ADJUSTMENT INOP".

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
25	EQUIPMENT/FURNISHINGS					
-20-01	Passenger Seat	C	-	0	May be inoperative provided: a) Affected seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seatbelt is considered inoperative.	
-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 appropriate manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
50-01	Cargo Restraint System	C	-	0	May be inoperative or missing provided cargo loading procedures and limits in Section 6 of the AFM/POH are observed.	
		C	-	0	May be inoperative or missing, provided cargo compartment remains empty.	

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25	EQUIPMENT/FURNISHINGS					
-60-01	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELT	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	
2)	Fixed ELT	A	1	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	1	0	Any in excess of those required by 14 CFR may be inoperative or missing.	
3)	Remote ELT Switch	C	1	0	(M) May be inoperative.	

ELT

25-60-01(1) - DOI policy requires compliance with 14 CFR 135.167. A survival type ELT is required to be attached to one of the required life rafts for extended over water operations.

25-60-01(2) - DOI policy and 14 CFR 91.207 one ELT is required except for ferry flights to a location where an inoperative ELT will be repaired or replaced.

25-60-01(3) (M) - Disconnect the ELT remote switch from the ELT. Cap and stow wires. Verify that ELT is operable and that the manual switch located on the ELT unit is in the arm position. Provide a placard near the ELT remote switch labeled “ELT REMOTE SWITCH INOP”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
26	FIRE PROTECTION					
-22-01	Portable Fire Extinguisher	D	2	1	(O) Any in excess of those required by 14 CFR may be inoperative or missing provided inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit.	

26-22-01 (O) Portable Fire Extinguisher - Remove the affected fire extinguisher from its holder and stow it out of sight. DOI policy requires compliance with 14 CFR 135. For passenger flights one is required in the cockpit.

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27	FLIGHT CONTROLS					
-00-01	Trim Tab Position Indicator (Rudder, Aileron, or Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Tab is checked for full range of operation, b) All Electric trims are verified operative prior to each departure, and c) Tab is positioned to neutral and visually verified prior to each departure.	
-51-01	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Full travel and normal operation of flaps is verified prior to each departure, and b) Desired flap setting is visually verified prior to each departure.	

Trim Tab Position Indicator (Rudder, Aileron, or Elevator)

27-00-01 (M) - Check the affected trim tab for full range of travel in accordance with Chapter 6 of the Kodiak 100 Maintenance Manual. Provide a placard located near the lower left corner of the MFD labeled "--- TRIM INDICATION INOPERATIVE"

27-00-01 (O) - Perform an operational check of the affected electric trim as follows:

1) Actuate the trim switch and verify visually that the trim system moves in the proper direction.
2) Return the trim to the takeoff position.

Flap Position Indicator

27-51-01 (O)

1) Prior to flight, operate the flaps to the following selectable positions to verify proper operation and to become familiar with the individual positions visually (without reference to the flap position indication): 0-10°, 10-20°, 20-35°, 35-20°, 20-10°, 10-0°, and then 0-20°. Leave the flaps at 20° for takeoff (at the pilot's discretion).
2) Visually verify desired flap position prior to landing.
3) Provide a placard located near the lower left corner of the MFD labeled "FLAP POSITION INDICATION INOP".

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

28-41-01 (O) Fuel Quantity Indication (Left and Right)

1) Prior to flight, the fuel quantity on board must be determined from a reliable means. One of the following means is acceptable.
   a) Fill the tanks to their maximum capacity.
   b) Fill the tanks to their maximum capacity and remove a known quantity from them. Either draining or using the fuel totalizer/fuel flow meter (engine running) are acceptable.
   c) Completely drain the tanks and add a known quantity.
   d) With the aircraft level within 1° (as determined by the G1000 attitude indicator), utilize the magnetic fuel quantity indicators.
2) Once this beginning fuel quantity is known, utilize the fuel calculator to determine the total fuel quantity on board.
3) To ensure that the maximum fuel imbalance limits are maintained, subtract the functioning indicated fuel tank quantity from the FUEL REMAINING on the totalizer. This will determine the fuel quantity in the inoperative indicator tank.
4) Provide a placard located near the lower left corner of the MFD stating "FUEL QUANTITY INDICATORS INOP".

28-41-02 (O) Fuel Low Annunciation System (Left and Right) - The pilot shall verify that Fuel Flow indication is consistent with Torque indication (as referenced to the Performance Charts in the AFM/POH) and that Fuel Quantity gauges are consistent with the fuel consumption. Also, provide a placard located near the pilot's PFD stating "FUEL LOW ANNUNCIATION INOP".

28-41-03 (O) Fuel Flow Indication - The pilot shall monitor the fuel quantity indicators to ensure that they are consistent with the power setting. Also, provide a placard located near the pilot's PFD stating "FUEL FLOW INDICATION INOP".

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
30	ICE & RAIN PROTECTION					
-30-01	Pitot/Static Heat System	A	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Repairs are made within three flight days, and d) Aircraft is not operated in known or forecast icing conditions.	
		A	2	1	One may be inoperative provided: a) Repairs are made within three flight days, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated VFR only, c) Outside air temperature indications are operative, d) Aircraft is operated at temperatures above 39°F/4°C, and e) Aircraft is not operated in known or forecast icing conditions.	

Pitot/Static Heat System

30-30-01a (O) Pilot shall flight plan and conduct the flight with the following actions as a minimum:

1) Determine what time official sunset occurs at the destination airport and flight plan to arrive at the destination at least 30 minutes prior to official sunset in order to prevent operation at night.
2) Become familiar with all available weather conditions and forecasts to ensure the flight will remain under Visual Flight Rules.
3) Become familiar with all available information concerning the flight to flight plan accordingly to prevent operation in known or forecast icing conditions.
4) Provide a placard located near the Pitot Heat switch stating “PITOT HEAT INOP”.

30-30-01b (O) Pilot shall flight plan and conduct the flight with the following actions as a minimum:

1) Become familiar with all available information concerning the flight to flight plan accordingly to prevent operation in known or forecast icing conditions.
2) Provide a placard located near the Pitot Heat switch stating “PITOT HEAT INOP”.

30-30-01c (O) Pilot shall flight plan and conduct the flight with the following actions as a minimum:

1) Determine what time official sunset occurs at the destination airport and flight plan to arrive at the destination at least 30 minutes prior to official sunset in order to prevent operation at night.
2) Become familiar with all available weather conditions and forecasts to ensure the flight will remain under Visual Flight Rules.
3) Become familiar with all available winds and temperatures aloft, freezing levels, and surface temperatures and flight plan accordingly to prevent operation at temperatures less than 4°C (39°F).
4) Become familiar with all available information concerning the flight to flight plan accordingly to prevent operation in known or forecast icing conditions.
5) Provide a placard located near the Pitot Heat switch stating “PITOT HEAT INOP”.

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30	ICE & RAIN PROTECTION					
-00-01	TKS Ice Protection System	C	1	0	May be inoperative or components missing provided the aircraft is not operated into known or forecast icing conditions.	
-30-02	Stall Warning Heat	C	1	0	(M) May be inoperative provided the aircraft is not operated into known or forecast icing conditions.	

30-00-01 TKS Ice Protection System

1) Deactivate the TKS system by pulling and collaring the ICE PROT circuit breaker.
2) Provide a placard near the Ice Protection Switch Panel stating “TKS INOP”
3) Provide a placard located in full view of the pilot on the instrument panel stating “FLIGHT INTO KNOWN ICING PROHIBITED”.

30-30-02 (M) Stall Warning Heat

1) Deactivate the Stall Warning Heat by pulling and collaring the STALL HEAT circuit breaker.
2) Provide a placard near the Ice Protection Switch Panel stating “STALL HEAT INOP”
3) Provide a placard located in full view of the pilot on the instrument panel stating “FLIGHT INTO KNOWN ICING PROHIBITED”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
31	INDICATING/RECORDING					
-20-01	Hour Meter	C	2	0	(O) May be inoperative provided flight time is tracked by alternate means.	

31-30-01 (O) Hour Meter - The pilot shall ensure all flight and engine times are recorded and added to the aircraft total time. Provide a placard located near the hour meter stating "HOUR METER INOP. MANUALLY RECORD TIME.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
32	LANDING GEAR					
-40-01	Parking Brake	C	1	0	(O)	

32-40-01 (O) Parking Brake - The pilot shall ensure that the aircraft is prevented from moving when parked or stopped, with the use of the brakes or ground personnel and wheel chocks. Provide a placard located near the parking brake handle stating “PARKING BRAKE INOP”.

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33	LIGHTS					
-10-01	Cockpit Lighting System	D	-	0	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
-20-01	Cabin Interior Lighting System	D	-	0	May be inoperative provided flight is not conducted at night.	
		D	-	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, b) Sufficient lighting is operative for the crew to perform required duties, and c) Cabin light by the cargo door is operative.	

33-20-01 (O) Cabin Interior Lighting System - The pilot shall determine if sufficient lighting is available for the crew to perform their required duties.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
33	LIGHTS				
-20-02	Fasten Seat Belt and No Smoking Sign	D	3	0	(O) May be inoperative provided alternate procedures for notifying passengers are established and used.
-40-01	Exterior Lighting				
-01	Flashing Beacon	C	1	0	
-02	Anti-Collision Light System (Strobe Lights)	B	1	0	May be inoperative provided aircraft is not operated at night.
-03	Landing Light	D	2	0	Both may be inoperative provided aircraft is not operated at night.
		D	2	1	One may be inoperative for night operations provided both Taxi Lights are operative.
-04	Navigation Light System	D	1	0	May be inoperative provided aircraft is not operated at night.
-05	Taxi Light	D	2	0	Both may be inoperative provided aircraft is not operated at night.
		D	2	0	Both may be inoperative for night operations provided both landing lights are operative.
-06	Pulse Light Function	D	1	0	May be inoperative provided the landing lights are operative.
-07	Wing Ice Light	C	2	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions at night.
		C	2	1	May be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.

33-20-02 (O) Fasten Seatbelt and No Smoking Sign - The pilot shall brief the passengers about the regulatory requirements for utilizing seatbelts and the prohibition of smoking in the aircraft.

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34	NAVIGATION					
-17-01	Air Data Computer (ADC)	A	2	1	(O) (M) One may be inoperative provided: a) Repairs are made within two flight days, b) Standby airspeed indicator is operative, and c) Standby altimeter is operative.	
-20-01	Attitude Heading Reference System (AHRS)	A	2	1	(O) (M) One may be inoperative provided: a) Repairs are made within three flight days, b) Standby attitude indicator is operative, and c) Magnetic compass is operative.	
-23-01	Non-stabilized Magnetic Compass	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, b) Both AHRS heading information sources are operative, and c) Aircraft is operated with dual independent navigation capability.	
-25-01	No. 2 Primary Flight Display (Right Side)	B	1	0	(M) May be inoperative provided: a) Unit is deactivated, and b) Flight does not require a second crewmember.	

Air Data Computer (ADC)

34-17-01 (O) The pilot shall cross check the airspeed and altitude displays with the standby instruments.

34-17-01 (M) Deactivate the inoperative Air Data Computer (ADC) by pulling the applicable (No. 1 or No. 2) ADC circuit breaker. Provide a placard located near the pilot's PFD stating "No. 1 (or No. 2) ADC INOP".

Attitude Heading Reference System (AHRS)

34-20-01 (O)

1) The pilot shall flight plan and conduct the flight as to maintain operation under Visual Flight Rules.
2) The pilot shall cross check the attitude and heading displays with the standby instruments.

34-20-01 (M) Deactivate the inoperative Attitude Heading Reference System (AHRS) by pulling the applicable (No. 1 or No. 2) AHRS circuit breaker. Provide a placard located near the pilot's PFD stating "No. 1 (or No. 2) AHRS INOP".

No. 2 Primary Flight Display (Right Side)

34-25-01 (M) Deactivate the inoperative PFD by pulling and collaring the NO. 2 PFD circuit breaker. Provide a placard located above the No. 2 PFD stating "PFD INOP".

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions
34	NAVIGATION				
-31-01	VHF Navigation System				
-01	VOR	C	2	0	As required by 14 CFR.
-02	ILS				
	-01 Localizer	C	2	0	May be inoperative provided approach or departure procedures do not require its use. NOTE: Associated glide slope must be considered inoperative.
	-02 Glide Slope	C	2	0	May be inoperative provided approach procedures do not require its use.
-34-01	Marker Beacon Receiver System	C	2	0	(O) May be inoperative provided approach procedures do not require its use.
-42-01	Weather Radar	C	1	0	May be inoperative provided not required by 14 CFR.
-44-01	Terrain Awareness and Warning System (TAWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-44-02	Terrain Awareness and Warning System Inhibit Switch	D	2	0	
-45-01	Traffic Avoidance System (TAS)	D	1	0	(M) May be inoperative provided system is deactivated.
-45-02	Traffic Information System (TIS)	D	1	0	

34-31-01 VOR - One is required for IFR flight if intended route or approach is predicated on VOR.

34-34-01 (O) Marker Beacon Receiver System - The pilot shall flight plan and conduct the flight as to avoid needing to use the Marker Beacon. Provide a placard located near the upper right side of the pilot's PFD stating "MARKER BEACON INOP".

34-42-01 Weather Radar – Not required.

34-44-01 (O) Terrain Awareness and Warning System (TAWS) - TAWS may be inoperative provided: The operator shall flight plan with the level of detail required to provide additional awareness and heightened terrain and obstacle avoidance. One method for accomplishing this is to conduct the flight/s under an IFR flight plan and use established IFR routes and approaches to the airport – especially if the flight is conducted at night.

34-45-01 (M) Traffic Avoidance System (TAS) - Deactivate the Traffic Avoidance System by pulling and collaring the SKY WATCH circuit breaker. Provide a placard located above the MFD stating "TRAFFIC AVOIDANCE SYSTEM INOP".

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
34	NAVIGATION					
-46-01	WX 500 Stormscope	D	1	0	(M) May be inoperative provided system is deactivated.	
-46-02	XM Radio or Weather	D	1	0		
-52-01	ATC Transponder and Automatic Altitude Reporting System	B	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned route of flight.	
-57-01	GPS Receiver	C	2	0	As required by 14 CFR.	
	-01 Aviation Database	C	1	0	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radio frequencies are identified and inbound course is verified, and d) RNAV departures, RNAV arrivals, and instrument approaches based on GPS guidance are not conducted.	

34-46-01 (M) WX 500 Stormscope - Deactivate the WX 500 Stormscope by pulling and collaring the STORM SCOPE circuit breaker. Provide a placard located above the MFD stating “STORMSCOPE INOP”.

34-57-01 GPS Receiver - One is required for IFR flight if intended route or approach is predicated on GPS.

34-57-01-01 (O) Aviation Database

1) The pilot shall identify the enroute and approach navigation radios and verify approach course on CDI when an approach is loaded through the G1000.
2) Provide a placard located above the MFD stating “GPS RECEIVER INOP”.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
35	OXYGEN					
-00-01	Oxygen System	D	1	0	(O) As required by 14 CFR.	

35-00-01 (O) Oxygen System

1) Oxygen masks shall be removed from aircraft or stowed out of sight as to prevent inadvertent usage of the mask with an inoperative oxygen system.
2) Provide a placard located near the oxygen control panel stating “OXYGEN SYTEM INOP”.
3) Provide a placard located at each oxygen outlet stating “OXYGEN SYTEM INOP”.
4) The passenger briefing shall be changed to remove any instructions regarding the use of the oxygen system.

35-10-01 14 CFR Requirements

Supplemental Oxygen use is required:

1) For required flight crew members when operating above 12,500 feet MSL and below 14,000 feet MSL for more than 30 minutes and,
2) All the time when operating above 14,000 feet MSL.
3) Above 15,000 feet MSL Oxygen must be provided for all occupants.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
52	DOORS					
-00-01	Cockpit Divider Curtain System	D	1	0	May be missing or inoperative provided Curtain remains secured OPEN	
-10-01	Crew Door Seal System	C	1	0	May be inoperative provided Door operation is not affected.	
-70-01	Cargo/Aft Passenger Door Warning System	B	1	0	(M) (O) May be inoperative provided: a) Door warning system is deactivated, b) A crewmember confirms by visual inspection that the Cargo Doors are latched and secured in the closed position and that the doors are not reopened again prior to departure, and c) The fasten seat belt signs remain on or the passengers are briefed prior to departure to remain seated with their seat belts fastened.	

Cargo / Aft Passenger Door Warning System

52-70-01 (O)

1) A crewmember shall confirm by visual inspection that the Cargo Doors are latched and secured in the closed position and that the doors are not reopened again prior to departure.
2) The pilot shall brief the passengers prior to departure to remain seated with their seat belts fastened.
3) The pilot shall turn on the Fasten Seat Belts / No Smoking lights for the entire flight.
4) A placard shall be provided near the lower right side of the pilot's PFD stating "CARGO DOOR WARNING SYSTEM INOP".

52-70-01 (M) Deactivate the Cargo Door Warning System as follows: Disconnect and stow the electrical connector at each failed switch.

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System, Sequence Numbers & Item		1. Repair Category	2. Number Installed	3. Number Required for Dispatch	4. Remarks and Exceptions	
71	POWERPLANT					
-60-01	Inertial Separator System	C	1	0	(M) (O) May be inoperative provided: a) Separator doors remain in the BYPASS position, and b) Aircraft is operated in accordance with performance section of POH/AFM.	
-60-02	Inertial Separator Actuator	C	1	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions.	
		C	2	0	May be inoperative provided: a) Inlet is placed in the BYPASS position prior to takeoff, b) Inlet remains in the BYPASS position for the entire flight, and c) Aircraft is operated in accordance with the performance section of the POH/AFM.	

Inertial Separator System

71-60-01 (O) The pilot shall flight plan and conduct the flight with inoperative equipment in accordance with the Performance Section of the POH/AFM.

71-60-01 (M)

1) Visually inspect the position of the Inertial Separator to ensure the system has failed in the BYPASS position.
2) Disable the inertial separator by disconnecting the electrical connector for the inertial separator actuator.
3) Provide a placard located near the Engine Inlet switch stating “INERTIAL SEPARATOR INOP.”