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Master Minimum Equipment List (MMEL)

Revision: 2c
Date: 07/07/2017

Pilatus Aircraft Ltd.
PC-12

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LOG OF REVISIONS

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

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2c**. It is the result of a public Flight Operations Evaluation Board (FOEB).

PAGE NO.	EXPLANATION OF CHANGE
ATA 32-1	Added relief for the Anti-Skid System per STC holder's request.

DEFINITIONS

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled “Policy Concerning MMEL Definitions.”

PREAMBLE

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled “MMEL and MEL PREAMBLE”, or current FAA Policy Letter 36, entitled “14 CFR Part 91 MEL Approval & Preamble”, for Part 91 MEL approvals.

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	
21-2	(O)	Operational procedure to ensure flight is conducted unpressurized.
21-3	(M)	Maintenance procedure to ensure the Safety Valve is secured OPEN.
21-4	(M)	Maintenance procedure to ensure the Outflow Valve is secured OPEN.
21-16	(M)	Maintenance procedure to ensure ECS is deactivated.
21-17	(M)	Maintenance procedure to ensure that the VCCS is deactivated.
21-18	(M)	Maintenance procedure to ensure the Underfloor Heating System is operative.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that would have an adverse effect on any Flight Control System.
23-8	(O)	Operations procedure to brief passengers via alternate means.
23-10	(O)	Operations procedure to ensure a minimum of two LRCSs are operative.
23-13	(O)	Operations procedure to establish and use when SELCAL is inoperative.
23-13-A	(O)	Operations procedure to establish and use when SELCAL is inoperative.
24-1	(O)	Operations procedure to confirm both Inverters are operative prior to takeoff.
24-5	(M)	Maintenance procedure to ensure "BAT 1" and both Generators operate normally.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-2-B	(O) Operations procedure to ensure baggage is not stowed under the affected Seat(s) and the Seat(s) is/are placarded.
25-9	(M) Maintenance procedure to secure the affected Storage Compartment CLOSED.
25-10	(M) Maintenance procedure to ensure affected component is not used.
27-1	(O) Operations procedure to verify the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position.
27-2	(O) Operations procedure to verify the Triple Trim Indicator operates normally and the Stab Pointer is visually checked prior to each takeoff.
27-4	(O) Operations procedure to verify Flight Control Trim Tabs operate normally and are checked for proper position prior to each takeoff.
28-1	(O) Operations procedure to disconnect the Auto Pilot and detect a fuel imbalance.
28-2	(O) Operations procedure to ensure all Fuel Quantity Indicating Systems and Fuel Flow and Fuel Used Systems operate normally.
28-3	(O) Operations procedure to ensure all Fuel Quantity Systems operate normally and the Low Fuel Annunciator (CAWS) operates normally.
30-3	(M) Maintenance procedure to secure separator in the OPEN position and to ensure the Switch is “ON”.
30-6	(M) Maintenance procedure to verify one Heating Zone on left hand Windshield is operative.
31-2	(O) Operations procedure to log time via alternate means.
32-1	(O) Operations procedure to prevent aircraft movement.
32-2	(M) May be inoperative provided the ABS DECU, L ABS and R ABS circuit breakers are pulled and collared. (O) Normal brake operation is verified prior to takeoff.
33-8	(O) Operations procedure to ensure adequate light is available.
33-9	(O) Operations procedure to brief passengers prior to takeoff and landing.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-15	(O) Operations procedures to ensure the Altitude Hold is operative and the System is not used for enroute operation.
34-18	(O) Operations procedure to ensure any combination of Gyro or INS (IRU) System operations allowed in the proviso relief are verified to be functioning normally.
34-19	(O) Operations procedure to establish and use alternate procedures.
34-20	(O) Operations procedure to establish and use alternate procedures.
34-21	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22	(M) Maintenance procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure TCAS is not required by 14 CFR, System is deactivated and secured and enroute or approach procedures do not require its use.
34-22-B	(O) Operations procedure to ensure enroute or approach procedures do not require its use.
34-22-C	(O) Operations procedures to ensure RA visual display and audio function are operative and enroute and approach procedures do not require its use.
34-23-A	(O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.
34-24-A	(O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.
34-25-A	(O) Operations procedure to establish and use alternate procedure.
34-25-A-1	(O) Operations procedure to establish and use alternate procedure.
34-25-A-4	(O) Operations procedure to establish and use alternate procedure.
34-25-A-5	(O) Operations procedure to establish and use alternate procedure.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-29	(M) Maintenance procedure to deactivate and secure the System.
38-1	(M) Maintenance procedure to verify system components do not have any leaks.
52-1	(O) Operations procedure to visually check for proper indications that the affected Door is latched prior to each departure.
52-2	(O) Operations procedure to visually check for proper indications that the affected Door is latched prior to each departure.
52-7	(M) Maintenance procedure to ensure Lock is secured in the UNLOCKED position.
79-1	(O) Operations procedure to visually check oil quantity prior to flight.
80-1	(O) Operations procedure for an alternate method of starting.

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
1.	Environmental Control System (ECS)	**C**	**1**	**0**	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL and c) ECS EMERGENCY SHUT OFF LEVER is pulled.	
2.	Emergency Dump Function	**C**	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized.	
3.	Safety Valve	**C**	**1**	**0**	(M) May be inoperative provided: a) The aircraft remains unpressurized and b) The Safety Valve and/or the Outflow Valve remains OPEN.	
4.	Outflow Valve	**C**	**1**	**0**	(M) May be inoperative provided: a) The aircraft remains unpressurized and b) The Safety Valve and/or the Outflow Valve remains OPEN.	
5.	Outflow Valve Controller	**C**	**1**	**0**	May be inoperative provided flight is conducted unpressurized.	
6.	Cabin Differential Pressure Gauge	**C**	**1**	**0**	May be inoperative provided the flight is conducted unpressurized.	
7.	Cabin Altitude Warning System (CAWS)	**C**	**1**	**0**	May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
8.	Temperature Control System (Auto Mode)	**C**	**1**	**0**	May be inoperative provided Temperature Control System Manual Mode is operative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
9.	Temperature Control System (Manual Mode)	**C**	**1**	**0**	May be inoperative provided Temperature Control System Auto Mode is operative.	
10. ***	Vapor Cycle Cooling System (VCCS)	**D**	**1**	**0**		
11.	Cabin Temperature Indicator	**C**	**1**	**0**		
12.	Auxiliary Electric Cabin Heat System	**C**	**1**	**0**		
13.	Cabin Altimeter	**C**	**1**	**0**	May be inoperative provided the flight is conducted unpressurized.	
14.	Cabin Vertical Speed Indicator	**C**	**1**	**0**	May be inoperative provided: a) Automatic Cabin Pressure Control System is operative and b) Cabin Altimeter is operative.	
		C	**1**	**0**	May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 10,000 feet MSL.	
15.	CAB PRESS Annunciator	**C**	**1**	**0**	May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.	
16.	ECS Annunciator (CAWS)	**C**	**1**	**0**	(M) May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
17. ***	COOL Annunciator	**C**	**1**	**0**	(M)	

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
18.	Auxiliary Electric Heat System	**C**	**2**	**0**	(M) May be inoperative provided the Underfloor Heat System is operative.	
19. ***	Auxiliary Electric Battery Heater System	**C**	**1**	**0**		
20. ***	Auxiliary Electric Engine Heater System	**C**	**1**	**0**		
21. ***	Electric Foot Warmer System	**C**	**1**	**0**		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot	**C**	**1**	**0**	(M) May be inoperative provided operations do not require its use. NOTE: A functioning Autopilot is required for RVSM operations.	
2.	Autopilot Disconnect	**C**	**2**	**1**	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	|
		B	**2**	**0**	May be inoperative provided autopilot is not used.	|
3.	A/P DISENG Annunciator (CAWS)	**C**	**1**	**-**	May be inoperative provided Autopilot is not used.	
4.	A/P TRIM Annunciator (CAWS)	**C**	**1**	**-**	May be inoperative provided Autopilot is not used.	
5.	Yaw Damper	**C**	**1**	**0**	May be inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

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

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Boom Microphones (Cont'd)					
A)	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED (Cont'd)					
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	**A**	**1**	**0**	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within three flight days.	|
B)	COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED					
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone	**A**	**-**	**0**	May be inoperative provided repairs are made within three flight days.	|
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	**A**	**1**	**0**	May be inoperative provided repairs are made within three flight days.	|
6.	Control Yoke Press To Talk Switches	**C**	**2**	**0**	May be inoperative provided Hand Mike on affected side is operative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
7.	Static Wicks					
A)	(SN 100-180 Without SB 23-001)		**-**	**0**	May be inoperative provided no communication equipment is required for the flight, otherwise:	
1)	Left Winglet	**C**	**3**	**2**		
2)	Right Winglet	**C**	**3**	**2**		
3)	Rudder	**C**	**4**	**3**		
4)	Stinger	**C**	**1**	**1**		
5)	Left Elevator	**C**	**4**	**2**		
6)	Right Elevator	**C**	**3**	**2**		
					NOTE: The outermost Wick must be installed and undamaged on each control surface.	
B)	(SN 181 and up and SN 100-180 with SB23-001)				All may be inoperative or missing provided no communication equipment is required for the flight, otherwise:	
1)	Left Winglet	**C**	**2**	**1**		
2)	Right Winglet	**C**	**2**	**1**		
3)	Rudder	**C**	**3**	**1**		
4)	Stinger	**C**	**1**	**1**		
5)	Left Elevator	**C**	**2**	**1**		
6)	Right Elevator	**C**	**2**	**1**		
8.	Passenger Address System (PA)	**B**	**1**	**0**	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	|
		C	**1**	**0**	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
	Cargo Configuration (Courier/Supernumerary Address System)	**C**	**1**	**0**	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	|
		D	**1**	**0**	May be inoperative provided procedures do not require its use.	|
9. ***	Cockpit Voice Recorder (CVR)					
A)	With Flight Data Recorder (FDR) Installed	**A**	**1**	**0**	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.	
B)	Without Flight Data Recorder (FDR) Installed	**A**	**1**	**0**	May be inoperative provided repairs are made within three flight days.	
10.	High Frequency (HF) Communication System	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
		C	**-**	**1**	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available as a LRCS over the intended route of flight, and | d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. | NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities. |	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
11.	Hand Microphones	**C**	**2**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
		C	**-**	**-**	May be inoperative provided associated boom microphone operates normally.	|
12.	Oxygen Mask Microphones	**C**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
13. ***	Selective Call Systems (SELCAL)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	
A)	Channels	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and use.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
1.	INVERTER Annunciation	**C**	**1**	**0**	(O) May be inoperative for VMC provided both Inverters are verified to be operative prior to each takeoff. NOTE: Monitor RMI Flag or Yaw Rate Sensor for indication of Inverter failure.	
2. *** **3.** ***	Emergency Power System (EPS) Standby Power Supply	**C**	**1**	**0**	May be inoperative except for 14 CFR 135 IFR passenger carrying operations. Renamed Emergency Power System, Revision 1.	
4.	Second Generator	**C**	**1**	**0**	May be inoperative provided: a) Flight is conducted VFR and b) Flight is not conducted in known or forecast icing conditions.	
5.	Battery (Two Battery Option)	**C**	**2**	**1**	(M) May be inoperative provided Main Battery (BAT 1) and both Generators operate normally.	
6.	26 Volt AC Inverters	**B**	**2**	**1**	One may be inoperative provided Autopilot is not required by 14 CFR. NOTE 1: Autopilot may be used. NOTE 2: Autopilot is required for operation in RVSM airspace (both 26 Volt Inverters must be operative).	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	**C**	**-**	**-**	Right side may be inoperative provided Seat is not occupied.	
2.	Passengers Seat(s)	**C**	**-**	**-**	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle and c) The affected Seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A Seat with an inoperative Seatbelt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
A)	Recline Mechanism	**C**	**-**	**-**	(M) May be inoperative and Seat occupied provided seat back is secured in the full upright position.	|
		C	**-**	**-**	May be inoperative and seat occupied provided seat back is immovable in full upright position.	|
B)	Underseat Baggage Restraining Bars	**C**	**-**	**-**	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded “DO NOT STOW BAGGAGE UNDER THIS SEAT” and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seats (Cont'd)					
C)	Armrest	**C**	**-**	**-**	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle and c) For an armrest with a Recline Mechanism, if armrest is missing, seat is secured in the full upright position.	|
3.	Non-Essential Equipment & Furnishings (NEF)		**-**	**0**	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.	
4.	Emergency Locator Transmitter (ELT)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing.	|
	Fixed ELTs	**A**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	|
		A	**-**	**0**	May be missing provided repairs are made within 90 days.	|
		D	**-**	**-**	M) Any in excess of those required by 14 CFR may be inoperative provided the system is deactivated.	|
		D	**-**	**-**	Any in excess of those required by 14 CFR may be missing.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
5.	Flotation Equipment	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing.	
6.	First Aid Kit And/Or Associated Equipment	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. The number of Kits required by 14 CFR must contain the minimum content as required by the applicable 14 CFR.	
7.	Pilot Seat Vertical Adjustment	**C**	**1**	**0**	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional cushions acceptable).	
8.	Pilot Seat Fore And Aft Adjustment	**C**	**1**	**0**	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional cushions acceptable). NOTE: Rudder Pedal Adjustment must be operative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
9.	Overhead Storage Bin(s) And Galley Storage Compartment/Closets	**C**	**-**	**-**	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet CLOSED, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire Overhead Storage is considered one bin and inoperative.	|
10.	Cargo Restraint Systems	**A**	**-**	**-**	(M) May be inoperative, or missing provided: a) acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	|
		C	**-**	**-**	May be inoperative or missing provided Cargo Compartment remains empty.	
11.	Cockpit Sun Visors	**C**	**-**	**-**	May be inoperative or missing provided there is no field of vision restriction for the flight crew.	
12.	Exterior Lavatory Door Ashtray	**A**	**1**	**-**	One may be missing provided it is replaced within three calendar days.	
13.	"FASTEN SEAT BELT WHILE SEATED" Sign Or Placard	**C**	**-**	**-**	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied passenger Seat.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher(s)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional unit and b) Required distribution is maintained.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indicator	**C**	**1**	**0**	(O) May be inoperative provided: a) Prior to each flight, Flaps are verified to operate normally, b) Prior to each takeoff, Flaps are visually checked for proper position and c) Stall Warning/Stick Shaker System is verified to function properly.	
2.	Electric Trim Annunciator “STAB TRIM” (CAWS)	**B**	**1**	**0**	(O) May be inoperative provided: a) Triple Trim Indicator is operative and b) Stab Pointer is visually checked before each takeoff to be in the proper position.	
3.	Aileron Trim	**C**	**1**	**-**	May be inoperative provided Aileron Trim Tab is set to NEUTRAL.	
4.	Triple Trim Indicator	**C**	**1**	**-**	(O) May be inoperative provided: a) Prior to each flight all Flight Control Trim Tabs are verified to operate normally and b) Prior to each takeoff, Trim Tabs are visually checked for proper position.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator (L/R)	**B**	**2**	**1**	(O) One Indicator (L or R) may be inoperative provided: a) The Triple Trim Indicator is operative, b) The Aileron Trim is operative and c) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance.	
2.	Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS)	**C**	**2**	**0**	(O) May be inoperative provided: a) All Fuel Quantity Indicating Systems operate normally and b) Fuel Flow and Fuel Used Systems operate normally.	
3.	Fuel Flow/Fuel Used System	**C**	**1**	**-**	(O) May be inoperative provided: a) All Fuel Quantity Systems operate normally and b) Low Fuel Annunciator (CAWS) operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller De-Ice System	**C**	**1**	**0**	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.	
2.	Surface Deice System	**C**	**1**	**0**	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
3.	Inertial Separator	**C**	**1**	**0**	(M) May be inoperative provided Separator is verified OPEN and Switch is verified ON.	|
4.	Probes Heat	**C**	**2**	**0**	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions and b) Flight is conducted VMC.	
5.	Pitot And Static Heat	**C**	**2**	**-**	May be inoperative provided: a) Not required by 14 CFR, and b) Flight is not conducted into known or forecast icing conditions.	
6.	Windshield Heating	**B**	**-**	**-**	(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the left hand Windshield is verified to be operative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock With Sweep Second Hand Or Electric Digital Clock	**C**	**1**	**0**	May be inoperative for VFR.	
2. ***	Hourmeter	**C**	**1**	**0**	(O)	
3. ***	Flight Data Recorder (FDR) System	**C**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake	**C**	**1**	**0**	(O)	
2.	Anti-Skid System Dry Runways ***	**C**	**1**	**0**	(M) Disable the left hand and right hand antilock brake systems, verify brake fluid reservoir is within normal range, and to check integrity of the associated system for no leaks. (O) May be inoperative provided: a) Anti-skid system is deactivated, b) Hydraulic brake reservoir fluid level is verified within approved range prior to aircraft operation, c) ABS system drain holes show no signs of leakage, d) Normal brake operation is verified prior to takeoff, and e) Operations are conducted in accordance with the Performance Data in the AFM.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment And Instrument Lighting System	**C**	**-**	**-**	Individual lights may be inoperative provided remaining Lights are: a) 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 crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew. 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.	|
2.	Cabin Lights	**C**	**-**	**-**	May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.	|
4.	Strobe Light System				Deleted, Revision 2.	
5.	Landing Lights	**C**	**2**	**0**	May be inoperative for other than night operations.	|
		C	**2**	**1**	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.	
		C	**2**	**0**	May be inoperative for night operations provided Recognition Lights are installed and operative and provided the Taxi Light is operative.	
6.	Position Lights	**C**	**3**	**0**	May be inoperative from sunrise to sunset.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

33. LIGHTS

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

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

MMEL TABLE KEY

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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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34. NAVIGATION

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

MMEL TABLE KEY

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1. REPAIR CATEGORY
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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
10.	Radar Altimeter (PC-12/45)	**C**	**1**	**0**	May be inoperative provided Autopilot is disengaged at 1000 feet AGL.	
*******	(PC-12)	**D**	**1**	**0**		
11.	Distance Measuring Equipment (DME) Systems	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
12.	Automatic Direction Finder (ADF)	**C**	**1**	**0**	May be inoperative provided it is not required by 14 CFR.	
13.	Radio Magnetic Indicator (RMI)	**C**	**1**	**0**		
14.	Altitude Alerter/ Pre-Select	**C**	**1**	**0**	NOTE: Must be operative for operation in RVSM airspace.	
15.	Altitude Alerting System	**A**	**-**	**0**	(O) May be inoperative provided: a) Autopilot with Altitude Hold and altitude capture operates normally, b) Enroute operations, i.e. RVSM do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.	|
		C	**-**	**1**		|
16. *******	Multifunction Display (MFD)	**C**	**1**	**0**	May be inoperative provided Weather Radar is not required by 14 CFR.	

MMEL TABLE KEY

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34. NAVIGATION

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

MMEL TABLE KEY

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

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Sequence No.	Item	1	2	3	4	Change Bar
19. ***	Windshear Warning And Flight Guidance System (Reactive)	**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	**-**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
20. ***	Windshear Detection And Avoidance System (Predictive)	**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	**-**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.	

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1. REPAIR CATEGORY
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34. NAVIGATION

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
C)	Traffic Alert Display System(s)	**C**	**-**	**0**	(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.	|
	Audio Functions	**B**	**1**	**0**	May be inoperative provided enroute or approach procedures do not require use of TCAS.	|
	Airspace Selection Function	**C**	**-**	**0**		|
23.	Flight Management System					
A)	Navigation Databases	**C**	**-**	**-**	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.	
24.	Navigation Management System					
A)	Navigation Databases	**C**	**-**	**-**	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.	

MMEL TABLE KEY

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Sequence No.	Item	1	2	3	4	Change Bar
25.	Class B TAWS Equipment Required					
A)	TAWS/GPWS	**A**	**1**	**0**	(O) (M) May be inoperative provided: a) alternate procedures are established and used and b) Repairs are made within two flight days.	
1)	Modes 1 & 3	**A**	**2**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
2)	Test Mode	**A**	**1**	**0**	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.	
3)	Modes 2, 4 & 5 ***	**C**	**3**	**0**		
4)	Advisory Callouts	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
5)	Windshear Mode (Reactive) ***	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
25.	Class B TAWS Equipment Required (Cont'd)					
A)	TAWS/GPWS (Cont'd)					
6)	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	**B**	**1**	**0**		
B)	Terrain Displays	**C**	**-**	**0**		
C)	Runway Awareness & Advisory System (RAAS) ***	**C**	**1**	**0**		
26.	Automatic Dependent Surveillance-Broadcast (ADS-B) System	**D**	**-**	**0**	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
26.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
A)	Link and Display Processor Unit (LDPU)	**D**	**-**	**0**		
B)	Cockpit Display And Traffic Information (CDTI)	**D**	**-**	**0**	NOTE 1: Cockpit Display Traffic information (CDTI) display of data from other aircraft systems may be used. NOTE 2: ADS-B data transmissions may continue.	|
C)	CDTI Control Panel	**D**	**-**	**0**	May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.	
D)	Data Link Transmitter(s)	**D**	**-**	**0**	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	|
E)	Data Link Receivers	**D**	**-**	**0**		
27. ***	Moving Map Display (i.e. Argus)	**C**	**1**	**0**		
28. ***	GPS Cooling Fan	**C**	**-**	**0**	May be inoperative provided GPS is considered inoperative (See 34-7).	
29. ***	Traffic Advisory System (TAS)	**C**	**-**	**0**	(M) May be inoperative provided the System is deactivated and secured.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	**C**	**-**	**-**	Individual masks or dispensers may be inoperative or missing provided the associated Seat is unoccupied and placarded “DO NOT OCCUPY”.	
2.	External Oxygen Pressure Gauge	**C**	**1**	**0**	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.	
3.	Protective Breathing Equipment (PBE)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste Systems	**C**	**-**	**-**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	**-**	**-**	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks and b) Associated Lavatory Door is secured closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
1.	PASS DOOR Annunciator	**C**	**1**	**0**	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the Door is latched prior to each departure and b) The Locking Pin at the Handle is verified to be engaged by ground crew.	
2.	CAR DOOR Annunciator	**C**	**1**	**0**	(O) May be inoperative provided a flight crewmember confirms by visual inspection that the Door is latched prior to each departure.	
3. *****	Cargo Door Driving Closing Mechanism	**C**	**1**	**0**		
4.	Cabin Door Seal	**C**	**1**	**0**	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
5.	Cargo Door Seal	**C**	**1**	**0**	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
6.	Emergency Exit Seal	**C**	**1**	**0**	May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.	
7.	Door Key Locks	**D**	**2**	**-**	(M) May be inoperative provided Lock is in the UNLOCKED position secured.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

56. WINDOWS

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

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Trend Condition And Monitoring System	**D**	**1**	**-**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

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

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

80. STARTING

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