U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 2c Date: 07/07/2017

Pilatus Aircraft Ltd. PC-12

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U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: PC-12 REVISION NO. 2c DATE: 07/07/2017 TABLE OF CONTENTS

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LOG OF REVISIONS

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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.

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HI	GHLIGHTS 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.

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	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."

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	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.

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GUIDELINES FOR (M) AND (O) PROCEDURES					

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

SEQUENCE NO.		PROCEDURE
21-2	(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.

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		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		May be inoperative provided the ABS DECU, L ABS and R ABS circuit breakers are pulled and collared.
	(O) N	lormal 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.

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SEQUENCE NO. 34-15 (O) Operations procedures to ensure the Altitude Hold is operative and System is not used for enroute operation. (O) Operations procedure to ensure any combination of Gyro or INS (IR System operations allowed in the proviso relief are verified to be functioning normally. (O) Operations procedure to establish and use alternate procedures. (O) Operations procedure to establish and use alternate procedures. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to ensure enroute or approach procedures de require its use. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to deactivate and secure the TCAS. (O) Operations procedure to deactivate and secure the TCAS.	
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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 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, So is deactivated and secured and enroute or approach procedures do	.U)
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	•
34-22-B (O) Operations procedure to ensure enroute or approach procedures do require its use.	not
34-22-C (O) Operations procedures to ensure RA visual display and audio function operative and enroute and approach procedures do not require its under the control of the	
34-23-A (O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.	t
34-24-A (O) Operations procedure to ensure Aeronautical Charts are current and Navigation Fixes are verified prior to flight.	t
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.	

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		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.

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4. REMARKS OR EXCEPTIONS									
21. AIR CON	DITIONING								
Sequence No.	Item	1	2		4 Change Bar				
1.	Environmental Control System (ECS)	С	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	С	1	0	(O) May be inoperative provided flight is conducted unpressurized.				
3.	Safety Valve	С	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	С	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	С	1	0	May be inoperative provided flight is conducted unpressurized.				
6.	Cabin Differential Pressure Gauge	С	1	0	May be inoperative provided the flight is conducted unpressurized.				
7.	Cabin Altitude Warning System (CAWS)	С	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)	С	1	0	May be inoperative provided Temperature Control System Manual Mode is operative.				

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NO.			3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Chan Bar				
9.	Temperature Control System (Manual Mode)	С	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	С	1	0					
12.	Auxiliary Electric Cabin Heat System	С	1	0					
13.	Cabin Altimeter	С	1	0	May be inoperative provided the flight is conducted unpressurized.				
14.	Cabin Vertical Speed Indicator	С	1	0	May be inoperative provided: a) Automatic Cabin Pressure Control System is operative and b) Cabin Altimeter is operative.				
		С	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	С	1	0	May be inoperative provided the flight is conducted below 10,000 feet MSL, MEA and MOCA allowing.				
16.	ECS Annunciator (CAWS)	С	1	0	(M) May be inoperative provided flight is conducted unpressurized and at or below 10,000 feet MSL.				
17. ***	COOL Annunciator	С	1	0	(M)				

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NO.				J. 1		OR EXCEPTIONS				
21. AIR CON	DITIONING				1.112.115 (1.110	01(2/(02) 1101(0				
Sequence No.	Item	1	2	3	4		Change Bar			
18.	Auxiliary Electric Heat System	С	2	0		operative provided the eat System is operative.				
19. ***	Auxiliary Electric Battery Heater System	С	1	0						
20. ***	Auxiliary Electric Engine Heater System	С	1	0						
21. ***	Electric Foot Warmer System	С	1	0						

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SEQUENCE	ITEM		2. 1		BER INSTALL				
NO.		3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
22. AUTOFLI	CUT	<u> </u>			4. REMARKS	OR EXCEPTIONS			
			2	2	4		Change		
Sequence No.	A cot a mile t	1					Bar		
1.	Autopilot	С	1	0		operative provided not require its use.			
					operations do	Thou require its use.			
					NOTE: A fund	ctioning Autopilot is			
					require	ed for RVSM operations.			
2.	Autopilot Disconnect	С	2	1	May be inone	rative provided:	1		
2.	Autopilot Discorlinect			•		ot is not used below			
					1,500 f	eet AGL, and	j		
						ach minimums do not			
					require	the use of the autopilot.			
		В	2	0	Mav be inope	rative provided autopilot is			
					not used.	, ,	j		
	A /D DIOENIO								
3.	A/P DISENG Annunciator (CAWS)	С	1	-	not used.	rative provided Autopilot is			
	Timulator (O/WVO)				not used.				
4.	A/P TRIM Annunciator	С	1	-		rative provided Autopilot is			
	(CAWS)				not used.				
5.	Yaw Damper	С	1	0	May be inope	rative.			

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SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. NUMBER INSTALLED						
NO.			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	С	2	-	As required by 14 CFR.				
3.	Audio Amplifiers								
A)	Normal System	В	1	0	May be inoperative provided Alternate System is operative.				
В)	Alternate System	В	1	0	May be inoperative provided Normal System is operative.				
4.	Voice Activated Interphone System	С	1	0					
5.	Boom Microphones								
А)	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.				
					(Continued)				

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23. COMMUI	1	<u> </u>	l .		1.		Change	
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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	a) Flight opera b) Repai	erative provided: data recorder (FDR) tes normally, and rs are made within flight days.		
В)	COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED							
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	,	erative provided repairs are hree flight days.	1	
2)	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	A	1	0	,	erative provided repairs are hree flight days.		
6.	Control Yoke Press To Talk Switches	С	2	0		erative provided Hand Mike ide is operative.		

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	PG-12					23-3
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR (UIRED FOR DISPATCH
	INICATIONS	<u></u>			4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	
7.	Static Wicks					
A)	(SN 100-180 Without SB 23-001)		-	0		erative provided no on equipment is required otherwise:
1) 2) 3) 4) 5)	Left Winglet Right Winglet Rudder Stinger Left Elevator Right Elevator	000000	3 4 1 4 3	2 2 3 1 2 2		
					install	utermost Wick must be ed and undamaged on control surface.
В)	(SN 181 and up and SN 100-180 with SB23-001)				provided no d	operative or missing communication equipment r the flight, otherwise:
1) 2) 3) 4) 5)	Left Winglet Right Winglet Rudder Stinger Left Elevator Right Elevator	000000	2 2 3 1 2 2	1 1 1 1 1		
8.	Passenger Address System (PA)	В	1	0	alternate, nor	noperative provided mal and emergency and/or operating restrictions ed and used.
					•	tation function(s) that te normally may be used.
		С	1	0	alternate, nor procedures, a are establishe	
						tation function(s) that te normally may be used.

AIRCRAFT:	VIATION ADMINISTRATIO		/ כו/	אואר	IO. 2c PAGE NO.		
AIRCRAFT.	PC-12	REVISION NO. 2c PAGE NO. DATE: 07/07/2017 23-4					
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH		
NO.		, ,	4. REMARKS OR EXCEPTIONS				
23. COMMU	NICATIONS						
Sequence No.	Item	1	2	3	4	Chan 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. May be inoperative provided procedures		
9. ***	Cockpit Voice Recorder (CVR)				do not require its use.	I	
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.		
В)	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.		
		С	-	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 		

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>	N NC	O. 2c PAGE NO.				
AIRORAI I.	PC-12	INL			7/07/2017 23-5				
		MMEL TABLE KEY							
SYSTEM &		1. F	REP/	AIR C	CATEGORY				
SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
23. COMMU	NICATIONS				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chang			
11.	Hand Microphones	С	2	-	Any in excess of those required by 14 CFR may be inoperative.				
		С	-	-	May be inoperative provided associated boom microphone operates normally.				
12.	Oxygen Mask Microphones	С	-	-	Any in excess of those required by 14 CFR may be inoperative.				
13. ***	Selective Call Systems (SELCAL)	С	-	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	С	-	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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	PC-12		DATE: 02/02/2011 24-1					
					LE KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH			
24 FLECTE	RICAL POWER	<u> </u>			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Ch			
1.	INVERTER	С	1	0	(O) May be inoperative for VMC			
	Annunciation		•		provided both Inverters are verified to be operative prior to each takeoff.			
					NOTE: Monitor RMI Flag or Yaw Rate			
					Sensor for indication of Inverter failure.			
2. ***	Emergency Power System (EPS)	С	1	0	May be inoperative except for 14 CFR 135 IFR passenger carrying operations.			
3. ***	Standby Power Supply				Renamed Emergency Power System, Revision 1.			
4.	Second Generator	С	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)	С	2	1	(M) May be inoperative provided Main Battery (BAT 1) and both Generators operate normally.			
6.	26 Volt AC Inverters	В	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).			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST				
AIRCRAFT:		_	REVISION NO. 2c PAGE NO.								
	PC-12		DATE: 07/07/2017 25-1								
			MMEL TABLE KEY 1. REPAIR CATEGORY								
SYSTEM &		1. 1				ED.					
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH									
NO.	4. REMARKS OR EXCEPTIONS										
25. EQUIPM	ENT/FURNISHINGS										
Sequence No.	Item	1	2	3	4		Change Bar				
1.	Cockpit Shoulder Harness	С	-	-	Right side ma Seat is not oc	ay be inoperative provided ccupied.					
2.	Passengers Seat(s)	С	-	-	a) Seat of Emergy b) Seat of passe main a c) The arrand pl OCCU NOTE 1: A Seat inop	erative provided: does not block an gency Exit, does not restrict any nger from access to the aircraft aisle and ffected Seat(s) are blocked lacarded "DO NOT JPY". eat with an inoperative tbelt is considered berative. ceted Seat(s) may include Seat(s) behind and/or acent outboard Seats.					
A)	Recline Mechanism	С	-	-		noperative and Seat vided seat back is secured ght position.	 				
		С	-	-		erative and seat occupied t back is immovable in full on.					
В)	Underseat Baggage Restraining Bars	С	-	-	a) Bagga Seat v Bar, b) Assoc "DO N UNDE c) Proce alert C	rioperative provided: age is not stowed under with inoperative Restraining stated Seat is placarded IOT STOW BAGGAGE ER THIS SEAT" and dures are established to Cabin Crew of inoperative aining Bar.					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIAGIE		
AIRCRAFT:	DC 40	RE'			O. 2c	PAGE NO.	
	PC-12				7/07/2017	25-2	
SYSTEM &			REP/	AIR C	E KEY CATEGORY BER INSTALLI	ED	
SEQUENCE NO.	ITEM				NUMBER REQ	UIRED FOR DISPATCH OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
2.	Passenger Seats (Cont'd)						
C)	Armrest	С	-	-	occupied prov a) Armre Emerg b) Armre passe main a c) For ar Mecha missir	erative or missing and Seat vided: est does not block an gency Exit, est does not restrict any nger from access to the aircraft aisle and a armrest with a Recline anism, if armrest is ng, seat is secured in the right position.	
3.	Non-Essential Equipment & Furnishings (NEF)		-	0	missing providual deferred in accordance of the control of the con	erative, damaged, or ded that the item(s) is ecordance with the EF deferral program. The expression of the procedures, and expression of the procedures of the procedure of the	
					Trays items.	are not considered NEF	
4.	Emergency Locator Transmitter (ELT)	D	-	-	•	s of those required by be inoperative or missing.	
	Fixed ELTs	A	-	0	a) Syster	noperative provided: m is deactivated, and rs are made within ys.	
		Α	-	0	May be missi made within 9	ng provided repairs are 90 days.	
		D	-	-		ess of those required by be inoperative provided the activated.	
		D	-	-	Any in excess 14 CFR may	s of those required by be missing.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	ICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R WIINIWOW EQUIPMENT	LIOI
AIRCRAFT:	DO 40	RE\			O. 2a	PAGE NO.	
	PC-12				2/02/2011	25-3	
		_			E KEY		
SYSTEM &		1. [CATEGORY BER INSTALLI	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				-56.6		OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS	•					
Sequence No.	Item	1	2	3	4		Change Bar
5.	Flotation Equipment	D	-	-		of those required by be inoperative or missing.	
6.	First Aid Kit And/Or Associated Equipment	D	-	-	14 CFR may I inoperative. T by 14 CFR mi	s of those required by be incomplete, missing or the number of Kits required ust contain the minimum quired by the applicable	
7.	Pilot Seat Vertical Adjustment	С	1	0	secured in a p	rative provided Seat is position acceptable to the ght (no additional cushions	
8.	Pilot Seat Fore And Aft Adjustment	С	1	0	secured in a poilot before flip acceptable).	rative provided Seat is position acceptable to the ght (no additional cushions or Pedal Adjustment must erative.	

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AIRCRAFT:	PC-12	RE			O. 2c PAGE NO. 7/07/2017 25-4	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO. 25. EQUIPM	ITEM ENT/FURNISHINGS	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
9.	Overhead Storage Bin(s) And Galley Storage Compartment/Closets Cargo Restraint Systems	A	-	-	 (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. (M) May be inoperative, or missing provided: 	
		С	-	-	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. May be inoperative or missing provided Cargo Compartment remains empty.	
11.	Cockpit Sun Visors	С	-	-	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	С	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied passenger Seat.	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: PC-12 REVISION NO. 2a DATE: 02/02/2011 PAGE NO. MMEL TABLE KEY 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 PAGE NO. Chiang 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.	U.S. DEPART	MENT OF TRANSPORTA	OIT	٧				
AIRCRAFT: PC-12 REVISION NO. 2a DATE: 02/02/2011 PAGE NO. MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 26. FIRE PROTECTION Sequence No. Item	EEDEDAL AVI	IATIONI ADMINISTRATIO	NI			MASTE	R MINIMUM EQUIPMENT L	₋IST
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		IATION ADMINISTRATIO		/ISIC	N N	O. 2a	PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item 1 2 3 4 Chang 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		PC-12						
SYSTEM & SEQUENCE NO. TEM 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			ММІ	EL T	ABL	E KEY		
SEQUENCE NO. Sequence No. Item	SVSTEM &		1. F					
26. FIRE PROTECTION Sequence No. Item 1 2 3 4 Chang 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		ITEM		2. N				
Sequence No. Item					3. N			
Sequence No. Item 1 2 3 4 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	26. FIRE PRO	TECTION				4. INLINIATING	ON EXCEPTIONS	
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			1	2	3	4		Change
	1.	Portable Fire		-		Any in excess 14 CFR may be provided: a) The initial is taggored from it placed cannot function b) Require	operative or missing operative Fire Extinguisher ged inoperative, removed in installed location, and lout of sight so that it to be mistaken for a onal unit and red distribution is	Bar

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	PG-12						
					L E KEY CATEGORY		
SYSTEM &		1.1			IBER INSTALLED		
SEQUENCE	ITEM		'		NUMBER REQUIRED FOR DISPATO	Н	
NO.					4. REMARKS OR EXCEPTIONS		
27. FLIGHT (CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
1.	Flap Position Indicator	С	1	0	 (O) May be inoperative provided: a) Prior to each flight, Flaps are verified to operate normally, b) Prior to each takeoff, Flaps a visually checked for proper position and c) Stall Warning/Stick Shaker System is verified to function properly. 	re	
2.	Electric Trim Annunciator "STAB TRIM" (CAWS)	В	1	0	 (O) May be inoperative provided: a) Triple Trim Indicator is opera and b) Stab Pointer is visually check before each takeoff to be in t proper position. 	æd	
3.	Aileron Trim	С	1	-	May be inoperative provided Aileron Trim Tab is set to NEUTRAL.		
4.	Triple Trim Indicator	С	1	-	 (O) May be inoperative provided: a) Prior to each flight all Flight Control Trim Tabs are verified operate normally and b) Prior to each takeoff, Trim Taker visually checked for properation. 	ıbs	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST
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		ММІ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		IUMI		UIRED FOR DISPATCH	
300000000000000000000000000000000000000		()			4. REMARKS	OR EXCEPTIONS	
28. FUEL	I.						Change
Sequence No.	Item Constituted at a second	1	2		4 (O) On a landin	-1 /L D) h	Bar
1.	Fuel Quantity Indicator (L/R)	В	2	1	inoperative pr a) The Ti operat b) The Ai c) If Auto discon	riple Trim Indicator is ive, ileron Trim is operative and ipilot is used it must be inected every 20 minutes ect any possible fuel	
2.	Low Fuel Annunciator R FUEL LOW/L FUEL LOW (CAWS)	С	2	0	a) All Fue Syster b) Fuel F	operative provided: el Quantity Indicating ms operate normally and flow and Fuel Used ms operate normally.	
3.	Fuel Flow/Fuel Used System	С	1		a) All Fue operat b) Low F	operative provided: el Quantity Systems e normally and uel Annunciator (CAWS) es normally.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTER MINIMUM EQUIPMENT LI	IST
FEDERAL A	VIATION ADMINISTRATIO	N				
AIRCRAFT:	PC-12	RE\			NO. 2c PAGE NO. 30-1	
		ммі	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION		<u></u>		4. KLIMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller De-Ice System	С	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.	Dai
2.	Surface Deice System	С	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
3.	Inertial Separator	С	1	0	(M) May be inoperative provided Separator is verified OPEN and Switch is verified ON.	I
4.	Probes Heat	С	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	С	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	В	-	-	(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.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT I	IST
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					E KEY		
SYSTEM &		1. F			CATEGORY	-D	
SEQUENCE	ITEM		Z. ľ		BER INSTALLE	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
31. INDICATI	ING/RECORDING SYSTEM	vis .					
Sequence No.	Item	1	2	3	4		Change Bar
1.	Clock With Sweep Second Hand Or Electric Digital Clock	С	1	0	May be inope	rative for VFR.	
2. ***	Hourmeter	С	1	0	(O)		
3. ***	Flight Data Recorder (FDR) System	С	-	-		of those required by be inoperative.	

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	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
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					CATEGORY		
SYSTEM &	ITEM				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
110.					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	antilock brake reservoir is with check integrity for no leaks. (O) May be in a) Anti-sk b) Hydrau level is range c) ABS s signs of Normal verifier e) Operal according	ne left hand and right hand a systems, verify brake fluid ithin normal range, and to y of the associated system operative provided: kid system is deactivated, ulic brake reservoir fluid a verified within approved prior to aircraft operation, ystem drain holes show no of leakage, all brake operation is d prior to takeoff, and tions are conducted in dance with the mance Data in the AFM.	

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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
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	Bar
2.	Cabin Lights	С	-	_	lights; cracked or missing filters. May be inoperative provided lighting configuration at dispatch is acceptable	
4.	Strobe Light System				to the flight crew. Deleted, Revision 2.	I
5.	Landing Lights	С	2	0	May be inoperative for other than night operations.	1
		С	2	1	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.	
		С	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	С	3	0	May be inoperative from sunrise to sunset.	

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	PC-12				7/07/2017 33-2	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Chang Bar
7.	Taxi Light	С	1	0	May be inoperative for other than night operations.	Ι
		С	1	0	May be inoperative for night operations provided at least one Landing Light is operative.	
8.	Wing Illumination Light	С	-	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	С	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.	
10.	Cockpit Dome Lighting	С	2	-	One may be inoperative for night operations and both may be inoperative for other than night operations.	I
11. ***	Recognition Light	С	-	0		
12. ***	Logo Lights	С	-	0		

SYSTEM & SEQUENCE NO. 34. NAVIGAT Sequence No. 1.	PC-12 ITEM	ММІ	DAT EL T	E: 02 ABL	O. 2a PAGE NO. 2/02/2011 34-1 E KEY CATEGORY	
SEQUENCE NO. 34. NAVIGAT Sequence No.			REP/	AIR C	CATEGORY	
SEQUENCE NO. 34. NAVIGAT Sequence No.		1. F				
SEQUENCE NO. 34. NAVIGAT Sequence No.			2. 1	II IN A		
NO. 34. NAVIGAT Sequence No.					BER INSTALLED	
Sequence No.	ION			3. N	NUMBER REQUIRED FOR DISPATCH	
Sequence No.	I() NI				4. REMARKS OR EXCEPTIONS	
		T 4		_		Char
1.	Item	1	2	3	4	Ва
	Altimeters, Adjustable For Barometric Pressure					
A)	Aircraft With Pneumatic Altimeters	В	-	1	May be inoperative on right side for operations not requiring a second in command.	
В)	Aircraft With Electrically Driven Encoding Altimeters Without RVSM Approval	В	-	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	В	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	В	-	1	May be inoperative on right side for operations not requiring a second in command.	
3.	Attitude Heading Reference System (AHRS)	С	-	1		
A)	Standard PC-12 (MTOW 4100 Kg)	С	-	1	One may be inoperative provided a second AHRS is installed and operative.	
В)	PC-12/45 (MTOW 4500 Kg)	С	-	1	Both AHRS or one AHRS and a Yaw Rate Sensor must be operative for IFR operations and flight in icing conditions.	

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	1 0-12	BABAI				J 1 -2
SYSTEM & EQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			UIRED FOR DISPATCH
Sequence No.	Item	1	2	3	4	
1.	Standby Attitude Indicator	С	-	0		erative provided it is not 4 CFR.
		В	-	0	a) Opera VMC (b) Opera into kr	erative provided : ations are conducted in day only and ations are not conducted nown or forecast he-top conditions.
5.	Vertical Speed Indicators	В	2	0	Must be operative on left side for IFR passenger carrying operations.	
6.	ATC Transponders And Automatic Altitude Reporting Systems	В	-	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	14 CFR may NOTE: For R one A	s of those required by be inoperative. VSM operations at least altitude Reporting sponder must be operative.
7.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS, MLS, RNAV)	С	-	-	As required b	by 14 CFR.
8. ***	Weather Radar/Thunderstorm Detection Equipment	С	1	0	As required b	by 14 CFR.
9.	Marker Beacon Receiver	С	1	0		erative provided approach ses not require its use.

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		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				4. KEMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
10.	Radar Altimeter (PC-12/45)	С	1	0	May be inoperative provided Autopilot is disengaged at 1000 feet AGL.	Dui
***	(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)	С	1	0	May be inoperative provided it is not required by 14 CFR.	
13.	Radio Magnetic Indicator (RMI)	С	1	0		
14.	Altitude Alerter/ Pre-Select	С	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. 	
		С	-	1		ļ
16. ***	Multifunction Display (MFD)	С	1	0	May be inoperative provided Weather Radar is not required by 14 CFR.	I

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT	LIST			
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AIRCRAFT:	PC-12				IO. 2a 2/02/2011	PAGE NO. 34-4				
		мм	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
34. NAVIGA	TION			<u> </u>						
Sequence No.	Item	1	2	3	4		Change Bar			
17.	EADI/EHSI Display Units									
А)	Pilot's Side Displays	В	2	1	providing: a) Opera both E using b) The S	may be inoperative ative display is showing EADI and EHSI information CMPST mode and standby Attitude Indicator is tive on the pilot's side.				
B)	Copilot's Side Displays	С	2	0	Both displays	may be inoperative.				
18.	Non-Stabilized Magnetic Compass	В	1	0	combination of	noperative provided any of three Gyro or INS (IRU) mpass Systems are				
		В	1	0	a) Any co INS (II Syster b) Airplai Indepe Capab Radar	roperative provided: combination of two Gyro or RU) Stabilized Compass ms operate normally and ne is operated with Dual endent Navigation collity and under Positive r Control by ATC on the te portion of the flight.				
		В	1	0	are entirely wi unreliability pr Stabilized Dire installed, oper	roperative for flights that ithin areas of magnetic rovided at least two ectional Gyro Systems are rate normally, and used in with approved Free Gyro echniques.				

AIRCRAFT:	REVISION NO. 2 PAGE NO. 34-5							
	PC-12	MMEL TABLE KEY						
0.000.000.000.0000.0000.0000.0000.0000.0000					CATEGORY			
SYSTEM & SEQUENCE NO.	ITEM	NUMBER INSTALLED NUMBER REQUIRED FOR DISP						
000000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS		
34. NAVIGAT	TION	1	1	1		lai		
Sequence No.	Item	1	2	3	4	Cł		
19. ***	Windshear Warning And Flight Guidance System (Reactive)	В	-	0	alternate prod and used. NOTE: Opera should winds	operative provided cedures are established ator's alternate procedures d include reviewing hear avoidance and hear recovery procedures.		
		С	-	0	a) Altern establ b) Winds Avoida	operative provided: ate procedures are ished and used and shear Detection and ance System (Predictive) tes normally.		
20. ***	Windshear Detection And Avoidance System (Predictive)	В	-	0	alternate prod and used. NOTE: Opera should winds	ator's alternate procedures dinclude reviewing hear avoidance and hear recovery procedures.		
		С	-	0	a) Alterna establ b) Winds Guida	operative provided: ate procedures are ished and used and shear Warning and Flight nce System (Reactive) tes normally.		

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AIRCRAFT:	PC-12	KE			7/07/2017 PAGE NO. 34-6	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	Item	1	2	3	4	Chan
21.	Traffic Alert Collision	В		0		Bai
21.	Avoidance System (TCAS I)	В	-	U	 (M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use. 	ı
		С	-	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)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use. 	I
		С	-	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)	С	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.	
В)	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.	
		С	-	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. 	

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					E KEY	
SYSTEM & SEQUENCE	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH		BER INSTALLED		
NO.		4. REMARKS OR EXCEPTIONS				
34. NAVIGA	TION	1		1		l ou
Sequence No.	Item	1	2	3	4	Chan Bai
C)	Traffic Alert Display System(s)	С	1	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	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	Airspace Selection Function	С	-	0		
23.	Flight Management System					
A)	Navigation Databases	С	-	-	 (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	С	-	-	 (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. 	

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		ММ	EL T	ABL	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	TION				4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Chang 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 ***	С	3	0			
4)	Advisory Callouts	С	-	0	(O) May be inoperative provided alternate procedures are established and used.		
5)	Windshear Mode (Reactive) ***	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST				
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					E KEY					
SYSTEM &		1. F			CATEGORY BER INSTALL	FD				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.		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	В	1	0						
В)	Terrain Displays	С	-	0						
C)	Runway Awareness & Advisory System (RAAS)	С	1	0						
26.	Automatic Dependent Surveillance-Broadcast	D	-	0	May be inope required by 1	erative provided it is not 4 CFR.				
	(ADS-B) System				as a requir catego will be	S-B is installed in lieu of or eplacement for 14 CFR red equipment, the repair ory in the operator's MEL et he same as that of the FR required equipment.				
					(Continued)					

PC-12 DATE: 07/07/2017 34-10 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION	FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/ כור) NI N	IO. 2c PAGE NO.			
SYSTEM & SEQUENCE NO. ITEM I	AINONAF I.	PC-12	INE						
SYSTEM & STEURNCE NO. TEM NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 5. NUMBER REQUI			MM	EL T	ABL	E KEY			
SEQUENCE NO. Sequ	SVSTEM 9		1. F	REP/	AIR (CATEGORY			
A) Link and Display Processor Unit (LDPU) B) Cockpit Display And Traffic Information (CDTI) 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 Receivers 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 May be inoperative provided GPS is considered inoperative provided the		ITEM		2.1					
34. NAVIGATION 4. REMARKS OR EXCEPTIONS 5. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 5. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 5. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 5. REMARKS OR EXCEPTIONS 6. REMARKS OR EXCEPTION. 8.		I I LIVI							
Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd) A) Link and Display Processor Unit (LDPU) B) Cockpit Display And Traffic Information (CDTI) CDTI Control Panel 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 May be inoperative provided GPS is considered inoperative (See 34-7). Automatic Dependent Surveillance System C - 0 (M) May be inoperative provided the	20.8796572.509		4. REMARKS OR EXCEPTIONS						
26. Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd) A) Link and Display Processor Unit (LDPU) B) Cockpit Display And Traffic Information (CDTI) CDTI Control Panel 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. C) 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 May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew. 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 May be inoperative provided GPS is considered inoperative (See 34-7). Traffic Advisory System C - 0 (M) May be inoperative provided the	34. NAVIGA	TION		•	1		12.		
Surveillance-Broadcast (ADS-B) System (Cont'd) A) Link and Display Processor Unit (LDPU) B) Cockpit Display And Traffic Information (CDTI) CDTI Control Panel 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 May be inoperative provided GPS is considered inoperative (See 34-7). 28. GPS Cooling Fan C - 0 May be inoperative provided GPS is considered inoperative (See 34-7). C - 0 (M) May be inoperative provided the	Sequence No.	Item	1	2	3	4	Chan Bar		
Processor Unit (LDPU) B) Cockpit Display And Traffic Information (CDTI) CDTI Control Panel 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 Traffic Advisory System C - 0 May be inoperative provided GPS is considered inoperative (See 34-7). May be inoperative provided the	26.	Surveillance-Broadcast (ADS-B) System							
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 Moving Map Display (i.e. Argus) C - 0 May be inoperative provided GPS is considered inoperative (See 34-7). Moving Advisory System C - 0 (M) May be inoperative provided the	A)		D	-	0				
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 - 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 Traffic Advisory System C - 0 May be inoperative provided GPS is considered inoperative (See 34-7). (M) May be inoperative provided the	В)	Traffic Information	D	-	0	information (CDTI) display of data from other aircraft			
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 To Moving Map Display (i.e. Argus) C 1 0 May be inoperative provided GPS is considered inoperative (See 34-7). Traffic Advisory System C - 0 (M) May be inoperative provided the						•	/		
Transmission is an integral part of the transponder and relief is provided in that section. E) Data Link Receivers D - 0 Moving Map Display (i.e. Argus) C 1 0 Reserved May be inoperative provided GPS is considered inoperative (See 34-7). Traffic Advisory System C - 0 (M) May be inoperative provided the	C)	CDTI Control Panel	D	-	0	a) Flight ID can be set andb) Screen display is acceptable to			
 Moving Map Display (i.e. Argus) C 1 0 GPS Cooling Fan Traffic Advisory System C - 0 (M) May be inoperative provided GPS is considered inoperative (See 34-7). (M) May be inoperative provided the 	D)	Data Link Transmitter(s)	D	-	0	Transmission is an integral part of the transponder and relief is	 		
 (i.e. Argus) 28. GPS Cooling Fan *** O May be inoperative provided GPS is considered inoperative (See 34-7). Traffic Advisory System O (M) May be inoperative provided the 	E)	Data Link Receivers	D	-	0				
 *** considered inoperative (See 34-7). 29. Traffic Advisory System C - 0 (M) May be inoperative provided the 			С	1	0				
		GPS Cooling Fan	С	-	0				
			С	-	0				

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FEDERAL AV	/IATION ADMINISTRATIO	Ν			10.0 10 12		
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SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALLE	UIRED FOR DISPATCH	
NO.				3. I		OR EXCEPTIONS	
35. OXYGEN		1			1 4. INEMI/ INTO	OK EXCEL HONC	
Sequence No.	Item	1	2	3	4		Change Bar
1.	Oxygen System	С	-	-	Individual mas	sks or dispensers may be	Dui
	(Passenger)					missing provided the	
						eat is unoccupied and	
					placarded "DC	O NOT OCCUPY".	
2.	External Oxygen	С	1	0	May be inone	rative provided the Cockpit	
	Pressure Gauge		-			sure Gauge is operative.	
	Due to a three Day a thrive	_			A :	at the are many decad by	i
3.	Protective Breathing Equipment (PBE)	D	-	-		of those required by be inoperative or removed	
	Equipment (1 DE)					tion placarding is removed	
					or obscured.		j

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		_			E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. N		BER INSTALLE		
NO.				3. N		JIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
38. WATER/V	NASTE						Change
Sequence No.	Item	1	2	3	4		Change Bar
1.	Lavatory Waste Systems	С	1	-	inoperative pro a) Associ deactive b) Associ are ver NOTE: Any po operative (M) Associated be inoperative a) Associ deactive leaks a b) Associ	ated components are vated or isolated and ated system components rified not to have leaks. ortion of the system which es normally may be used. d Lavatory System(s) may provided: ated components are vated or isolated to prevent and ated Lavatory Door is	
					"INOPI ENTER NOTE: These intende	ed closed and placarded ERATIVE – DO NOT R". provisions are not led to prohibit inspections wmembers.	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS					4. 11EM/ 11110	OK EXCENTIONS			
Sequence No.	Item	1	2	3	4	Cha Ba			
1.	PASS DOOR Annunciator	С	1	0	a) A fligh visual latche and b) The Lo	ioperative provided: at crewmember confirms by inspection that the Door is d prior to each departure ocking Pin at the Handle is d to be engaged by ground			
2.	CAR DOOR Annunciator	С	1	0	crewmember	operative provided a flight confirms by visual at the Door is latched prior rture.			
3. ***	Cargo Door Driving Closing Mechanism	С	1	0					
4.	Cabin Door Seal	С	1	0		rative provided flight is pressurized and at or feet MSL.			
5.	Cargo Door Seal	С	1	0		rative provided flight is pressurized and at or feet MSL.			
6.	Emergency Exit Seal	С	1	0		rative provided flight is pressurized and at or feet MSL.			
7.	Door Key Locks	D	2	-		noperative provided Lock is CKED position secured.			

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					E KEY						
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED									
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH					
NO.						OR EXCEPTIONS					
56. WINDOWS											
Sequence No.	Item	1	2	3	4	Change Bar					
1.	DV-Window Seal	C	1	0		rative provided flight is pressurized and at or					

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
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MMEL TABLE KEY									
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SEQUENCE ITEM 2. NUMBER INSTALLED									
NO. 4. REMARKS OR EXCEPTIONS	3. NUMBER REQUIRED FOR DISPATCH								
77. ENGINE INDICATING									
	Change								
Sequence No. Item	Change Bar								

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SYSTEM & 1. REPAIR CATEGORY										
SEQUENCE ITEM 2. NUMBER INSTALLED										
NO. 4. REMARKS OR EXCEPTIONS	3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS									
79. ENGINE OIL										
	Change									
Sequence No. Item 1 2 3 4 1. OIL QTY Annunciator (CAWS) C 1 (O) May be inoperative provided oil quantity is visually checked before each flight.	Bar									

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FEDERAL AVIATION ADMINISTRATION									
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MMEL TABLE KEY									
	1. REPAIR CATEGORY								
ITEM									
	3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
80. STARTING									
	1	2	3	4	Chang				
Generator Timer	1 C	1	3 0	(O) May be inc	operative provided start upted when Ng obtains a				
	ADMINISTRATIO 2 ITEM	ADMINISTRATION REV MMI 1. F ITEM	ADMINISTRATION REVISION DAT MMEL TO THE PART OF THE	ADMINISTRATION REVISION NO DATE: 02 MMEL TABLI 1. REPAIR C 2. NUMB 3. N	ADMINISTRATION				