

MARITIME HELICOPTERS

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Viking Air DHC-6 400

N600MH

MINIMUM EQUIPMENT LIST

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Revision Original
03/01/20

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original	03/01/2020	All Pages Original Issue	SDS

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Control Page

Developed from FAA MMEL DHC-6 Series Rev. 14 03/25/2015

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Approved

CLARK F MILLER

Digitally signed by CLARK F
MILLER
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DEFINITIONS

1. System Definitions.
2. Not Required
3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
 - A. Item. This column depicts the equipment, system, component, or function listed in the "Item" column.
 - B. Repair Category. See definition #24.
 - C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
 - D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
 - E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
 - F. Provisos. Provisos are indicated by a number or a lower-case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
 - G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
 - H. Vertical Bar (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.
4. Airplane Flight Manual (AFM). The FAA-approved AFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
5. Not Used.
6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

7. Considered Inoperative. The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MEL provisions, including any (M) and (O) procedures and observing the repair category.
8. Continuing Authorization – Single Extension. An aircraft operator who has the authorization to use an FAA approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
9. Dash (-). Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. Day of Discovery. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.
11. Deactivated and/or Secured. When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
12. Deleted. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
13. Not required.
14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
15. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.
16. Not required.
17. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
18. Inoperative. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
19. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL).
20. Is Not Used. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, (O) operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

21. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.
22. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
23. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
24. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
 - A. **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
 - B. **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
 - C. **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
 - D. **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
25. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
26. **Not Used.**
27. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
28. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

29. Visual Meteorological Conditions (VMC). VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
30. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
31. (O). This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.
 - A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE VIKING MODEL DASH-6 SERIES AIRCRAFT.

PREAMBLE
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

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

MEL PROCEDURES

General

MEL procedures are to be followed by the Maritime Helicopters flight and maintenance personnel in the use of this Minimum Equipment List (MEL). This document must be reviewed and approved by the FAA FSDO.

It is the pilot in command's responsibility to become thoroughly familiar with Maritime Helicopters policies and procedures concerning the use of MEL's. All items related to the airworthiness of the aircraft not included in the MEL are required to be fully and properly operative.

If the MEL remarks require a maintenance procedure, that procedure must be accomplished and recorded in accordance with CFR Sections 43.9, 91.405 and 135.411 prior to flight. Maritime Helicopters will ensure that all discrepancies are recorded in the aircraft log book.

When inoperative items are noted, the pilot or maintenance personnel will record it in accordance with CFR Section 43.9 and enter it in the **DISCREPANCY** column of the aircraft log book. If the inoperative item is allowed by the MEL, it will be deferred by an entry in the **CORRECTIVE ACTION** column of the aircraft log book, with the MEL Code and a statement acknowledging MEL approval to include applicable remarks;

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION
1) Landing light inop (Name, Cert #)	3340-05	1) Landing light MEL'd I/A/W Viking DHC-6 MEL, aircraft
		restricted to day operations only. Discrepancy transcribed
		to the MEL Discrepancy and Deferral Report.
		(Date, Acft TT, Name, Cert#)

Discrepancies are then transcribed to the MEL Discrepancy and Deferral Report, located on the back side of the front page of the aircraft log book. They must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the home base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.

When the discrepancy is corrected, the person performing the maintenance will record/transcribe the initial entry from the MEL Discrepancy and Deferral Report back into the aircraft's current log book page as a **DISCREPANCY**. Then under the **CORRECTIVE ACTION**, enter *how* it was rectified such as repaired, replaced, etc. The correction entry will also be recorded on the MEL Discrepancy and Deferral Report to include date, time and aircraft log page number, thus closing out the MEL item. If there are any open MEL discrepancies when changing log books, they must be carried forward

If any item failure occurs after engine start, but prior to take-off, the pilot shall review the MEL procedure to determine if the item can be MEL'd and if not, shall contact maintenance to have the item repaired.

NOTE: Any item which is inoperative, but required by special flight conditions, must be repaired before operating in those conditions.

The aircraft log book and MEL Discrepancy and Deferral Report must be on board the aircraft during flight operations so the pilot in command will be aware of any inoperative instruments or equipment. It is incumbent on the PIC to review the MEL Discrepancy and Deferral Report before accepting an aircraft for flight, ensuring the aircraft does not depart with expired deferrals. Maritime aircraft are not authorized to depart with any expired deferrals.

The operator or PIC shall ensure that the proper aircraft log book entries are made by maintenance personnel when appropriate such as **(M)** procedures. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

The Pilot-in-Command (PIC) shall make the final decision to defer based on:

- a. This minimum equipment list.
- b. All applicable Federal Aviation Regulations.
- c. All applicable Airworthiness Directives.
- d. Good judgment.
- e. Input from maintenance personnel, when applicable.

Placards

The PIC or maintenance personnel shall affix the required placard. Remove a red sticker from the envelope inside the aircraft log CAN and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item # and System number.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- The Chief Inspector will be responsible for all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management. Additionally, the DOM shall be responsible for any changes required for this manual and shall work with the local FSDO for approval.

Method of Tracking

MEL discrepancies shall be tracked by the Chief Inspector for all company aircraft. This will include number of items per aircraft, reason for any delays, length of delay and an estimated date item will be repaired.

For all aircraft that report to the Fairbanks, MEL items and a Plan for Repair will be discussed with the Fairbanks Maintenance Lead. For aircraft that report to the Homer Base, the Chief Inspector shall be notified of MEL items and a Plan for Repair discussed.

NOTE: It is the responsibility of the Fairbanks Maintenance Lead to keep the Chief Inspector informed of MEL status on FAI assigned aircraft via daily status report, phone or email for the Chief Inspector to track.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement, a Plan for Repair shall be discussed with either the Fairbanks Maintenance Manager or Chief Inspector who will then assist in making arrangements for specialized tooling and/or facilities to correct the discrepancy.

Unavailability of Parts

If parts are not on hand, they must be ordered with the quickest possible shipping method that will have the part arrive and be able to installed prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay in filling an order, an expected delivery date shall be requested, tracked and noted in the Plan for Repair.

Procedure for Controlling Extensions

In some situations, MEL items may not be rectified prior to the allotted Category time, due to possible parts delays, specialized tooling or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office Certificated Team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a revised Plan of Action to correct the discrepancy.

Extension requests shall be submitted PRIOR to the MEL expiration and in the form of an email. A reply with FAA approval must be received before deferrals may be extended. Approvals shall be recorded and tracked along with the MEL Plan of Repair.

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AIRCRAFT: DHC-6 SERIES 400					REV: ORIGINAL DATE: 03/01/2020			PAGE NO. 21-1		
JASC SYSTEM & TITLE		1. REPAIR CATEGORY								
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED					3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS & EXCEPTIONS						
21. AIR CONDITIONING										
2	Ventilation Fan	C	1	0	(O) May be inoperative provided cabin heating is not used while on ground. Prior to boarding, ensure passengers/crew are suitably dressed for ambient temperatures. (M) Place a placard on the Right Pilot Sub-Panel adjacent to the Heating Mode switch to read: "Do Not Activate on Ground" NOTE: A portable heating unit may be used for ground operations when ambient temperatures are below 32° F.					
4	Individual Cabin Louvers	C	20	0						
10	Individual Puncak Louvres, Instrument Panel	C	2	0						
11	Individual Puncak Louvres, Cabin	D	20	0						
12	Manual Heating Control System (implies cabin heat)	C	1	0	(O) May be inoperative provided OAT is greater than +15°C at all times and fresh air flow through all parts of the heating and defrost system is not affected. (O) Confirm the OAT of +15°C or greater on the lower MFD display at the bottom of the engine instrument window and forecast temperatures will remain +15°C or greater for ETA plus one hour.					

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AIRCRAFT: DHC-6 SERIES 400					REV: ORIGINAL DATE: 03/01/2020		PAGE NO. 21-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
21. AIR CONDITIONING							
13	Avionics Cooling Fan	C	1	0	(M) May be inoperative provided: a) OAT will be less than +35°C at all times, and; b) circuit breaker (E7) is pulled and collared in the OPEN (OFF) position and; c) Both MAU fans operate normally. (O) Confirm the OAT of +15°C or greater on the lower MFD display at the bottom of the engine instrument window and forecast temperatures will remain +15°C or greater for ETA plus one hour.		
14	DAU Cooling Fan	C	1	0	(M) May be inoperative provided: a) OAT will be less than +35°C at all times, and; b) circuit breaker (U2) is pulled and collared in the OPEN (OFF) position and; c) Vent fan operates normally. (O) Confirm the OAT is less than +35°C on the lower MFD display at the bottom of the engine instrument window and forecast temperatures will remain below +35°C for ETA plus one hour.		
15	Flight Compartment Temperature Indication	D	1	0	May be inoperative.		
16	Cabin Temperature Indication	D	1	0	May be inoperative.		

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AIRCRAFT: DHC-6 SERIES 400					REV: ORIGINAL DATE: 03/01/2020		PAGE NO. 23-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
23. COMMUNICATIONS							
2 (PL-9)	Passenger Address System (PA)						
A)	Passenger Configuration	C	1	0	(O) May be inoperative provided the following procedures are followed: a) Prior to the flight an oral briefing is given to all passengers covering alternate, normal, and emergency procedures. b) Passengers should also be briefed to remain seated with their seat belts fastened until the propellers have stopped and the pilot has opened the passenger door. NOTE 1: Loading and unloading of passengers with the propellers turning is prohibited. NOTE 2: Any station function(s) that operate normally may be used.		
B)	Cargo Configuration	D	1	0	May be inoperative provided no couriers are carried.		
3	Static Discharge Wicks	C	-	-	One may be missing from the Rudder and one from the right Elevator.		
A)	Rudder	C	3	2			
B)	RH Elevator	C	2	1			
4	Cockpit Speaker	C	2	0	May be inoperative provided two operative headsets are available to flight crew.		
5	Headsets	C	2	1	Two pilot headsets are required for revenue flights. One may be inoperative or missing for non-revenue flights provided one cockpit speaker is operative or right pilot seat is unoccupied.		

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23. COMMUNICATIONS (Cont'd)							
6	Right Seat Pilot Headset	C	1	0	May be inoperative or missing provided the right seat is unoccupied for non-revenue flights.		
7	Right and/or Left Headset Noise Cancelling Function	D	2	0	May be inoperative provided headset is otherwise operating normally. Non-noise cancelling headsets may be used.		
8 (PL-29) A)	Cockpit Voice Recorder (CVR) For Air Carrier and Commercial Operators 1) 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.		
13 (PL-120) B)	Emergency Locator Transmitter (ELT) Fixed ELT	A	1	0	(M) May be inoperative provided; a) system is deactivated, and b) repairs are made within 90 days. (M) Remove ELT and placard "ELT not installed" in plain view of flight crew.		
		A	1	0	(M) May be missing provided repairs are made within 90 days.		

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23. COMMUNICATIONS (Cont'd)							
14 (PL-95)	VHF Communications Radios (MMDR)	C	2	1	(O) One may be inoperative provided the operative MMDR has no deferred defects. (M) The circuit breaker of the inoperative MMDR (F3 or F4) will be pulled and collared in the OPEN (OFF) position. NOTE: See Section 34 for navigation functionality of MMDR.		
15	Audio Panels (KMA 29)	D	2	1	(O) Right side may be inoperative provided: a) The pilot's use of all avionics equipment is not affected, and; b) Right seat intercom operates normally by selecting ALL or CREW on left KMA 29 panel and verifying both pilots can communicate over headset and ICS, or; c) Right pilot seat is unoccupied for non-revenue flights.		
16	Audio Amplifiers (in KMA)						
A)	Normal System	B	2	0	For 2 pilot operations, one may be inoperative provided that the NORMAL function on the opposite side operates normally.		
B)	Emergency System	B	2	1			
17	Voice Activated Intercom						
A)	Pilot Positions	C	2	0	(O) May be inoperative provided right seat is not occupied for non-revenue flights.		
B)	Observer Position	D	1	0			
C)	Passenger Positions (fourth crew position)	D	1	0			
18	Control Yoke 'Press to Transmit' Switch	C	1	0	Right side may be inoperative for single pilot non-revenue operations.		
		B	1	0	Left side may be inoperative for 2 crew operations only.		

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23. COMMUNICATIONS (Cont'd)						
20	Satellite Telephone System	D	1	0	May be inoperative if not required for long range communication.	
21	Satellite Tracking System				See item 31-13	
22	Multifunction Controller	-	-	-	See Sections 46-9 and 46-10.	
23	Concentric frequency select knobs and/or volume control knob on PFD controller	B	-	-	(M) (O) Prior to flight, the right-hand PFD controller frequency select function and/or volume provided multifunction controller operates normally and left-hand PFD controller operates normally using the following procedures: a) Select left hand PFD button and ensure control transfers to operate right hand primary flight display. b) Tune frequency and test transmit while confirming volume and squelch control normally.	

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					4. REMARKS & EXCEPTIONS		
24. ELECTRICAL							
8	Generators	B	2	1	One may be inoperative for a day VMC flight only or series of flights to return to a maintenance base provided that a suitable aerodrome is always available enroute within 30 minutes flight time. Aircraft may not depart a maintenance base with an inoperative generator. (O) Ensure weather will remain VMC enroute to a maintenance base for ETA plus one hour before departing.		
9	Main Battery	B	1	0	May be unserviceable for day VMC flight only to return to a maintenance base provided that both generators are serviceable. Aircraft may not depart a maintenance base with an unserviceable battery (O) Ensure weather will remain VMC enroute to a maintenance base for ETA plus one hour before departing.		
10	ESIS Battery	B	1	0	May be unserviceable for day VMC flight only provided no other defects related to the APEX presentation of PFD data are present and the magnetic compass at the top of the windshield center post operates normally. (O) Ensure weather will remain VMC to the destination for ETA plus one hour before departing.		
11	Battery Voltage Indication	C	1	0	May be inoperative provided that battery voltage can be observed using right or left bus indications.		
12	Generator Voltage Indication	C	2	0	One may be inoperative provided that affected generator voltage can be observed using opposite bus or battery voltage indications, and provided the bus tie remains in the NORMAL (closed) position		

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24. ELECTRICAL							
13	External Power Relay	C	1	0	(M) May be inoperative provided: a) The EXTERNAL relay switch is confirmed in the OPEN (OFF) position, and; b) A placard with "Do Not Use" is placed under the EXTERNAL relay switch.		
14	External Power Voltage Indication and/or annunciation	C	1	0	May be inoperative provided that external power source voltage can be determined by other means. (M) Maintenance will confirm external power voltage is in the normal range before connecting to the aircraft.		

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					4. REMARKS & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS							
1	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative for operations not requiring a Second In Command provided Seat remains unoccupied.		
2 (PL-79)	Passenger seat(s) (Includes all configurations and locations)	D	-	-	One or more may be inoperative provided: a) Seat(s) does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and. c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY" NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seats may include the seat(s) behind and/or adjacent outboard seats.		
3	Approved Flotation Equipment	C	-	-	One must be available to each occupant for overwater operations		
5	Non-essential Equipment and Furnishings (NEF) Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the Maritime Helicopters NEF Deferral Program.		

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25. EQUIPMENT/FURNISHINGS (Cont'd)							
7	Emergency Medical Equipment						
C)	First Aid Kit (FAK) And/Or Associated Equipment	A	1	0	(O) First Aid Kit may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made with-in 1 flight. (O) Verify FAK tamper resistant seal is unbroken indicating unused FAK prior to each flight.		
8 (PL-89)	"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.		
10	Cargo Restraint Systems	C	-	-	(M) (O) May be inoperative or missing provided acceptable cargo loading limits and procedures from PSM 1-64-8 Weight and Balance manual are observed.		
		C	-	-	May be inoperative or missing provided cargo compartment remains EMPTY.		
11	Pilot Seat (left or right) Vertical Alignment	B	2	2	(M) May be inoperative provided that the seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable).		
12	Pilot Seat (left or right) Fore and AFT Alignment	B	2	2	(M) May be inoperative provided that a) The seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable). b) The seat position when the seat is used allows a full travel of the flight controls.		

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			4. REMARKS & EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS (Cont'd)							
13	Key Locks of Doors	D	6	0	(M) One or more may be inoperative provided that the door is not locked. (M) Ensure inoperative key lock(s) are disabled and will remain unlocked for passenger operations.		
14	Flight Compartment Sun Visor	D	2	0	(M) Sunvisor(s) may be missing. Broken or chipped visors must be removed from aircraft.		
15	Eye Height Reference Device	C	1	0	(O) May be missing or damaged provided crew seats are adjusted to ensure that: a) Top exterior surface of nose baggage compartment can be seen by each pilot without stretching, and; b) On-side PFD and both MFD displays are not obscured by control column when control column is in elevator neutral position, and; c) Each pilot can operate the lowest off-side bezel button of the lower MFD with seat belt and shoulder harness fastened.		

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					4. REMARKS & EXCEPTIONS		
26. FIRE PROTECTION							
1 (PL-75)	Portable Fire Extinguisher	D	2	2	Any in excess of two may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit. b) Required weight & balance is maintained.		
4	Cargo/Baggage Smoke Detector System	C	1	0	May be inoperative if cargo compartment remains EMPTY. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.		
5	Engine Fire Extinguisher Pressure/Thermal Indicators	C	4	0	(M) One or more may be unserviceable provided Fire Bottles are checked for proper charge before the first flight of each day. (M) Verify fire extinguisher bottle charge is in accordance with PSM 1-64-2, section 26-20 limits (450 psi at 70° F) prior to releasing for flight.		
6	Fire Pushbutton Visual Annunciation	C	1	0	(O) Illumination (visual annunciation) within one pushbutton may be inoperative provided a Fire Warning System Test is performed and the following is observed: a) The audible fire warning is operating normally, b) The visual fire warnings within the T5 gauge in the engine window of the PFD are operating normally, c) The 'push to discharge' function of the pushbutton is operating normally and; d) There are no deferred defects associated with the Master Warning annunciators (M) Verify there are no deferred defects associated with the Master Warning annunciators, and test the FIRE PUSH TO DISCHARGE button in accordance with PSM 1-64-2, section 26-20 procedures prior to releasing the aircraft for flight.		

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			4. REMARKS & EXCEPTIONS		
26. FIRE PROTECTION					
7	Engine Fire Detection – Primary Circuit	B	2	0	(O) One or both may be inoperative provided that the fire detection system tests satisfactorily when the 'Fire Detection Fault Indication' circuit breaker for the affected side(s) is out. (M) (O) Pull the affected FIRE DET FAULT IND circuit breaker (C13 or D13); perform a Fire Warning System Test in accordance with PSM 1-64-1A section 3.21.6 and observe the following to verify the engine fire detection system is operative: a) The audible fire warning is operating normally, b) The visual fire warnings within the T5 gauge in the engine window of the PFD are operating normally, and; c) Both engine FIRE PRESS TO DISCHARGE switch lights illuminate. NOTE: If the fire detection and indication system does not test satisfactorily repair prior to flight.

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			4. REMARKS & EXCEPTIONS				
27. FLIGHT CONTROLS							
1	Aileron Trim Tab Indicator						
A)	Aileron Trim Tab Indicator (MFD)	C	1	0	May be inoperative provided the aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight. (M) (O) The following procedures will be accomplished prior to each flight: a) Position outside observer at left aileron and establish communication b) Operate aileron full travel LW DN and full travel RW DN while verifying travel with outside observer. c) Return to neutral position while verifying with outside observer		
2	Aileron Trim Control	C	1	0	May be inoperative provided: a) Tab is checked for NEUTRAL prior to each departure, and b) Aileron Trim circuit breaker is PULLED. (M) Pull and collar the Alerion Trim Actuator circuit breaker (B18) in the OPEN (OFF) position.		

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					4. REMARKS & EXCEPTIONS		
27. FLIGHT CONTROLS							
4	Rudder Trim Tab Indicator (MFD)	C	1	0	(O) May be inoperative provided: a) Rudder trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight; b) Mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally; c) Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff. (O) Perform the following procedures to verify the rudder trim system operates normally: a) Set flaps to 10°, b) Select AUTOFEATHER on, c) Verify mechanical rudder and elevator trim pointers are neutral, d) Operate rudder trim and visually verify mechanical trim tab movement indicated, e) Very that cyan TAKEOFF CONFIG displays on CAS as trim exceeds allowable range. f) Return rudder trim to neutral position, and; g) Verify cyan TAKEOFF CONFIG display on CAS extinguishes.		
5	Rudder Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O) May be inoperative provided: a) The electronic display of rudder trim tab position on the MFD operates normally and; b) The Takeoff Configuration Warning System operates normally. (O) Perform the following procedures to verify the rudder trim system operates normally: a) Set flaps to 10°, b) Select AUTOFEATHER on, c) Verify rudder and elevator trim neutral on MFD, d) Operate rudder trim and visually verify trim tab movement indicated on MFD, e) Very that cyan TAKEOFF CONFIG displays on CAS as trim exceeds allowable range. f) Return rudder trim to neutral position, and; g) Verify cyan TAKEOFF CONFIG display on CAS extinguishes.		

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27. FLIGHT CONTROLS							
6	Elevator Trim Tab Indicator (MFD)	C	1	0	(O) May be inoperative provided: a) Elevator trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight; b) Mechanical elevator trim tab position indicator pointer on flight compartment trim panel operates normally; and c) Takeoff Configuration Warning System annunciations are not generated when the tab is properly positioned for takeoff. (O) Perform the following procedures to verify the rudder trim system operates normally: a) Set flaps to 10°, b) Select AUTOFEATHER on, c) Verify mechanical rudder and elevator trim pointers are neutral, d) Operate elevator trim and visually verify mechanical trim tab movement indicated, e) Very that cyan TAKEOFF CONFIG displays on CAS as trim exceeds allowable range. f) Return elevator trim to neutral position, and g) Verify cyan TAKEOFF CONFIG display on CAS extinguishes.		
7	Elevator Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O) May be inoperative provided: a) The electronic display of elevator trim tab position on the MFD operates normally, and; b) The Takeoff Configuration Warning System operates normally. (O) Perform the following procedures to verify the rudder trim system operates normally: a) Set flaps to 10°, b) Select AUTOFEATHER on, c) Verify rudder and elevator trim neutral on MFD, d) Operate elevator trim and visually verify trim tab movement indicated on MFD, e) Very that cyan TAKEOFF CONFIG displays on CAS as trim exceeds allowable range. f) Return elevator trim to neutral position, and g) Verify cyan TAKEOFF CONFIG display on CAS extinguishes.		

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27. FLIGHT CONTROLS						
8	Stall Warning Light (below ESIS)	C	1	0	May be inoperative provided: a) All PFD and MFD display panels operate normally; b) Both channels of the aural warning system operate normally; c) Stall warning indications within both PFDs operate normally; and d) Light is covered up and placarded inoperative. (M) Place a placard reading "INOPERATIVE" over the light.	
9	Flap Position Sensor or Indicator	C	1	0	(O) May be inoperative provided: a) Flap system is visually checked for full and free movement once per flying day, and flaps are visually confirmed to be in the take-off position prior to each flight, and; b) Takeoff Configuration Warning System annunciations are not generated when flaps are properly positioned for takeoff. (M) (O) The following procedures will be accomplished prior to first flight of each day: a) Position outside observer/establish comm b) Operate flaps full travel DN and full travel UP while verifying travel with outside observer of left and right inboard and outboard flaps. c) Verify rudder and elevator trim are neutral d) Verify AUTOFEATHER is selected on e) Verify cyan TAKEOFF CONFIG displays on CAS when flaps set at 0° f) Place flap handle in the 10° detent and verify cyan TAKEOFF CONFIG on CAS extinguishes.	
10	Aileron Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.	

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27. FLIGHT CONTROLS							
11	Rudder Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.		
12	Elevator Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.		
13	Rudder Pedal assembly fore/aft adjustment	C	2	0	May be inoperative provided: a) Rudder pedal position is acceptable to pilot(s); b) Pilot can achieve satisfactory eye position with reference to eye height reference device; and c) Rudder pedal assembly is secured in position.		
		D	2	0	Right side may be inoperative for single pilot non-revenue operations, provided right pilot seat is unoccupied.		

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					4. REMARKS & EXCEPTIONS		
28. FUEL							
1	Fuel Boost Pumps	C	4	2	(M) (O) One Pump in each Tank may be inoperative provided: a) The circuit breaker is pulled and collared in the OPEN (OFF) position for the inoperative boost pump, and; b) Flight is restricted to 8000 feet MSL or below. NOTE: Four Pumps are required when operating with 100 percent aviation gasoline (AVGAS).		
3	Fuel Quantity Gauges	C	2	1	(O) One may be inoperative provided: a) Both AFT and FWD fuel tank fuel levels are verified by using the fuel dipstick prior to engine start, b) Both Fuel Flow Indicators are operative, c) Both Fuel Low Level Warning Lights are operative, and; d) The AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally (O) Confirm fuel level of both tanks by using the fuel dip stick before each leg of the flight. Fuel burn for each leg will be calculated and monitored closely to ensure adequate fuel is on board before each departure.		
4	Fuel Low Level Warning Lights	C	2	1	One may be inoperative provided associated Fuel Quantity Gauge is operative.		
5	Fuel Control Sensor Tube Heaters	C	2	0	(M) (O) May be inoperative provided: a) The corresponding circuit breaker (A7 or B7) is pulled and collared in the OPEN (OFF) position, and; b) The aircraft is not operated at an OAT below 5°C.		

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28. FUEL (Cont'd)									
6	Fuel Boost Pump Low Pressure Detection Switches	C	4	3	(O) One may be inoperative provided: a) Corresponding fuel boost pump is operating normally; and b) The corresponding PUMP 2 switch is moved to the ON position whenever pump 1 in the affected tank is in use. (O) Perform the Fuel Boost Pump Check in accordance with PSM 1-64-1A page 4-19 item 28 to verify proper fuel boost pump operation before engine start.				
7	FUEL LOW LEVEL Float Sensors	C	2	0	(O) One or both may be inoperative, provided: a) There are no other deferred defects of any kind relating to the fuel system, and; b) If a "Low Fuel Quantity" CAS message is present, the fuel quantity on board will be confirmed by using the fuel dipstick for both the AFT and FWD fuel tank prior to each flight.				
8	Fuel Flow Indication	B	2	0	(O) May be inoperative provided: a) All other engine indicators operate normally; b) The fuel quantity indicators operate normally and no deferred defects related to FQGS are present; and c) FMS is not used for fuel quantity monitoring. NOTE: Expect that the 'CHECK FUEL QUANTITY' message will be displayed within the FMS map window. (O) Prior to takeoff ensure all engine indications are normal with no abnormal CAS messages and the total fuel quantity matches the individual tank indicator totals. Fuel burn will be manually calculated and verified/monitored for each flight.				
9	FMS Fuel Quantity Monitoring	C	1	0	May be inoperative provided there are no other deferred defects related to fuel quantity measurement.				

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
29. HYDRAULIC POWER							
1	'System' Hydraulic System Pressure Indicator (MFD)	C	1	0	(M) May be inoperative provided Brake System Pressure Indicator is operative and system pressure is verified prior to engine start. (M) Turn the Hydraulic pump ON and check hydraulic system and hydraulic brake accumulator direct reading pressure indicators to ensure both system pressures are within the normal range (1575 +/- 50 psi).		
2	'Brake' Hydraulic System Pressure Indicator (MFD)	C	1	0	(M) May be inoperative provided the System Pressure Indicator operates normally and system pressure is verified prior to engine start. (M) Turn the Hydraulic pump ON and check hydraulic system and hydraulic brake accumulator direct reading pressure indicators to ensure both system pressures are within the normal range (1575 +/- 50 psi).		
3	Hydraulic Accumulator Gauges	C	2	0	(M) May be inoperative provided the accumulator pressure is verified to be within system limits (1575 +/- 50 psi) by use of an externally applied pressure gauge prior to engine start.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION							
1	Surface Deicing System (Wing and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
2	Intake Deflectors	C	2	0	Both May be inoperative provided: a) Inoperative Deflectors are verified in the RETRACTED or EXTENDED position. If verified in the RETRACTED position, the aircraft is not to be operated into known or forecast icing conditions, or in an environment of dust or sand, and b) Operation is conducted in accordance with the AFM.		
2a	if extended	C	2	0	(O) One or both may be inoperative provided: a) The inoperative deflector(s) is visually confirmed to be in the extended position, and; b) Operations are conducted in accordance with the AFM, and; c) OAT is below ISA +22°C during takeoff and cruise flight. (O) Visually check intake deflector(s) to be in the fully extended position, and will confirm OAT is below +22°C on the lower MFD display at the bottom of the engine instrument window before engine start. NOTE: Forecast temperatures should be confirmed to be below +22°C for cruise flight and destination airport ETA plus one hour.		

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					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION (Cont'd)							
2b	if retracted	C	2	0	(O) One or both may be inoperative provided: a) The inoperative deflector(s) is visually confirmed to be in the retracted position, and; b) Flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and; c) Aircraft is not operated in visible moisture at an indicated OAT of less than +5°C. (O) Visually check intake deflector(s) to be in the fully retracted position, and will confirm OAT is below +5°C on the lower MFD display at the bottom of the engine instrument window before engine start. NOTE: Forecast temperatures should be confirmed to be below +5°C with no icing conditions for cruise flight and destination airport ETA plus one hour.		
3	Intake Deflectors Indicators	C	2	0	May be inoperative provided: a) Both Deflectors are operative, b) Proper Deflector position is confirmed prior to departure, and c) Deflector actuation is confirmed by Torquemeter Indicator.		
4	Propeller Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
5	Windshield Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
6	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.		

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					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION (Cont'd)							
7	Pitot Heaters	B	2	1	One may be inoperative for day VMC flight provided: a) OAT is above +5°C at all times b) Flight is not conducted into known or forecast icing conditions. NOTE: Aircraft is equipped with two independent airspeed indicators, therefore, both pitot heaters must be operative for IFR passenger operations and for flight into known or forecast icing conditions.		
8	Automatic Surface Deicing System Function	C	1	0	May be inoperative provided the Manual Function is operative and the aircraft is not operated into known or forecast icing conditions. NOTE: Manual operation of the Surface Deicing System is for emergency purposes only in the event of a timer failure.		
10	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		

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					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION (Cont'd)							
12	Pitot Heater Indicator Lights	B	2	0	(O) May be inoperative provided all other elements of the Pitot Heat System operate normally and the airplane is not operated in known or forecast icing conditions. (O) Test Pitot Heat Systems to operate normal using the following procedures: a) Confirm PITOT HEAT circuit breakers (A6 and B6) are in, b) Select PITOT HEAT switch ON and confirm pitot heads warm up, c) Pull each circuit breaker and confirm CAS message Left Probe Fail and Right Probe Fail appears, and; d) Reset circuit breakers and observe CAS message clear.		
14	Stall Warning Vane Heater	C	1	0	May inoperative provided flight is not conducted in known or forecast icing conditions.		
		D	1	0	May be inoperative for extensive periods of day VMC operations provided flight is not conducted in known or forecast icing conditions.		
15	Valve Heaters	C	3	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
		D	3	0	May be inoperative for extensive periods of day VMC operations provided flight is not conducted in known or forecast icing conditions.		

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					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION (Cont'd)							
16	'PNEUMATIC LOW PRESS' Annunciation	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
		D	1	0	May be inoperative for extensive periods of day VMC operations provided flight is not conducted in known or forecast icing conditions.		
17	Manual Mode Control of Surface De-Ice System	C	3	0	Manual inflation control of one or more boots may be inoperative provided that the system operates normally in both the auto-fast and auto-slow timer modes.		
18	Automatic Mode Control of Surface De-ice System	C	1	0	The auto-slow mode may be inoperative provided auto-fast mode operates normally.		
19	Stabilizer Boot Deicing Pressure Annunciation	B	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
31. INDICATING/RECORDING SYSTEMS							
5	Analog clock with sweep second hand	C	1	0	(O) May be inoperative provided: a) That a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) is available to the pilot(s), and; b) The Clock is covered up to prevent inadvertent reference to an inaccurate indication until arrival at a maintenance base, and; c) It is not necessary to pull the circuit breaker that supplies power to the clock and the flight compartment dome light, and; d) The inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base. (M) Either physically remove the clock from the aircraft or disconnect it from the aircraft electrical system prior to releasing the aircraft for flight from a maintenance base.		
6 (PL-87)	Flight Data Recorder (FDR) System	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and; d) Repairs are made within three flight days.		

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					4. REMARKS & EXCEPTIONS		
31. INDICATING/RECORDING SYSTEMS (Cont'd)							
6 (PL-87)	FDR Recorder Parameters required by regulations	A	1	0	Up to 3 recording parameters may be inoperative provided: a) Cockpit Voice Recorder CVR operates normally, and; b) Repairs are made within twenty calendar days.		
	FDR Recorder Parameters not required by regulations	A	1	0	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.		
7	Cockpit Voice Recorder (CVR)	-	-	-	See Section 23-6.		
8	Aural Warning Channels	B	2	1	(O) One channel may be inoperative, provided: a) Affected channel is muted using the appropriate configuration switch, and; b) All four Master Caution and Master Warning visual annunciators are operating normally, and; c) No other defects related to visual or aural annunciation or indications exist, and; d) The left PFD and both MFDs are operating normally (no defects related to displays, except failure of the right PFD panel during single pilot non-revenue operations only, are permitted). (M) Test the Master Warning System in accordance with PSM 1-64-2, section 31-50 before releasing for flight.		
9	Electronic Checklist System	D	1	0	(M) (O) May be inoperative, out of revision, or deactivated. "Do Not Use" placard must be provided if ECL content is not in agreement with approved normal operating checklists. (O) Use the EFB checklists or hard copy checklists when the ECL is inoperative or out of date. (M) Place a "Do Not Use ECL" placard near the center MFD or other appropriate location when the ECL checklists are inoperative or out of date.		

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31. INDICATING/RECORDING SYSTEMS (Cont'd)							
10	OAT Sensor						
A)	Single Channel Inoperative	B	2	1	One channel may be inoperative provided there are no other deferred defects related to the MAU or the ADAHRS.		
B)	Both Channels Inoperative	A	2	0	(O) Both channels may be inoperative for a flight or series of flights to return to a maintenance base in day VMC provided: a) OAT is forecast to be above +5°C and weather is VMC at all times to a maintenance base for ETA plus one hour, and; b) There are no other deferred defects or CAS messages related to the MAU, ADAHRS, or displays, and; c) Crews will not depart a maintenance base with both OAT sensor channels inoperative.		
11	Data Acquisition Units (DAU)	-	-	-	Dispatch may only be possible in the event of a single channel failure of only one DAU in order to return to a maintenance base. If both channels of a DAU are failed, the aircraft may not be dispatched. If one channel has failed on each DAU, the aircraft may not be dispatched. Dispatch is only permitted if the Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced. The aircraft may not depart a maintenance base with DAU failures of any kind present, other than a cyan DAU Maintenance advisory message. (O) Refer to the AFM for details of what services are lost when a DAU channel fails. The consequences are unique to each of the 4 channels (2 left, 2 right).		

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					4. REMARKS & EXCEPTIONS	
31. INDICATING/RECORDING SYSTEMS (Cont'd)						
12	DAU 1A	A	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications. (O) Review PSM 1-64-1A, section 3.24.20 for loss of displays associated with specific DAU channel failure.	
	DAU 1B	A	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications. (O) Review PSM 1-64-1A, section 3.24.20 for loss of displays associated with specific DAU channel failure.	
	DAU 2A	A	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications. (O) Review PSM 1-64-1A, section 3.24.20 for loss of displays associated with specific DAU channel failure.	
	DAU 2B	-	1	1	Dispatch is forbidden if DAU 2B is inoperative.	
	Master Warning and/or Master Caution Annunciators	C	4	3	For 2 crew operations, any one annunciator may be inoperative provided: a) The aural warning system is operating normally (no defects related to item 31-8, Aural Warning Channels, are permitted), and; b) The inoperative annunciator is both placarded and covered up, and; c) All four display units (PFDs and MFDs) operate normally.	

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					4. REMARKS & EXCEPTIONS		
31. INDICATING/RECORDING SYSTEMS (Cont'd)							
12	Master Warning and/or Master Caution Annunciators (cont'd)	C	4	2	For single crew, non-revenue operations, one or both right hand side annunciators may be inoperative provided: a) Proper operation of the left-hand side annunciators is not affected, and; b) The aural warning system is operating normally (no defects related to item 31-8, Aural Warning Channels, are permitted), and; c) The inoperative annunciator(s) is placarded and covered up, and; d) The left PFD and both MFDs operate normally (no defects related to displays, except failure of the right PFD panel during single pilot non-revenue operations only, are permitted).		
13	Aircraft tracking system (e.g. satellite tracking)	D	1	0	(O) May be inoperative provided a VFR/IFR flight plan is filed with the servicing FAA flight service station. NOTE: Notify BM or DO of inoperative satellite tracking system before flight.		

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			4. REMARKS & EXCEPTIONS				
32. LANDING GEAR							
1	Brake System Pressure Indicator	C	1	0	May be inoperative provided: a) Hydraulic System Pressure Indicator operates normally, b) Accumulator Pressure indicators are operative and; c) System pressure is verified prior to engine start. (M) Check hydraulic system and hydraulic brake accumulator direct reading pressure indicators to ensure both system pressures match.		
2	Parking Brake	C	1	0	(O) May be inoperative provided Normal Braking System is not affected. (M) (O) Chock the aircraft when parked to prevent aircraft movement.		
		C	1	0	(M) (O) Wheel chocks will be used if Parking Brake is inoperative. (M) (O) Chock the aircraft when parked to prevent aircraft movement.		

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33. LIGHTS							
2	Cabin Light System	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.		
3 (PL-123)	Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated Passenger Seat is not occupied from which a Passenger Lighted Information Sign is not readily legible, and b) Associated Seat must be blocked and placarded – “DO NOT OCCUPY.”		
		C	-	0	(O) May be inoperative and associated Passenger Seat may be occupied provided: a) PA System operates normally, and; b) PA System is used to notify passengers when associated Sign(s) are placed ON or OFF. (O) Test the PA system prior to engine start to confirm normal operation.		
	A) All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	0	(O) May be inoperative provided: a) PA System operates normally, and; b) PA System is used to notify Supernumerary/Couriers when associated Sign(s) are placed ON or OFF. (O) Test the PA system prior to engine start to confirm normal operation.		

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33. LIGHTS (Cont'd)							
4	Wing Ice Lights	C	2	0	May be inoperative provided: a) aircraft is not operated in known or forecast icing conditions at night, and; b) Ground deicing procedures do not require use of Wing Ice Lights.		
		C	2	0	May be inoperative provided: a) Aircraft is equipped with an approved Ice Detection System, and b) Ground deicing procedures do not require use of Wing Ice Lights.		
5	Landing Lights	C	2	0	May be inoperative for day operations.		
		C	2	0	One may be inoperative for night operations provided Taxi Light is installed and operative.		
6	Taxi Light	C	1	0	May be inoperative for day operations.		
7	Position Lights	C	3	0	May be inoperative for day operations.		
8	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.		
13	Flood (thunderstorm) lighting	C	6	<6	Individual lights within a LED array, or individual arrays may be inoperative provided the remaining lights are sufficient to illuminate the FUEL EMERGENCY switches.		

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33. LIGHTS (Cont'd)							
14	Instrument (bezel) lighting	C	-	-	All may be inoperative for day operation. Some may be inoperative for night operation provided: a) The flood (thunderstorm) lighting system operates normally, and; b) Light from the flood (thunderstorm) lighting system is sufficient to illuminate the affected component.		
15	Avionics circuit breaker panel and footwell lighting	D	4	0	All may be inoperative for a day.		
		C	4	<4	May be inoperative for night operation provided ESIS static selector is adequately illuminated.		
16	Aisle light on aft face of control column	D	1	0	All may be inoperative for a day operation.		
		C	1	0	May be inoperative for night operation if dome light operates normally.		
17	Flight compartment dome light	C	1	0	All may be inoperative for a day operation.		
		C	1	0	May be inoperative for night operation provided: a) There are no other deferred defects related to flight compartment lighting, and; b) There are no deferred defects related to the aircraft electrical system, and; c) It is not necessary to pull circuit breaker S1 "clock and dome light".		
18	Flight compartment map lights	C	2	0	All may be inoperative for a day operation.		
		C	2	0	May be inoperative for night operation provided that no other defects related to flight compartment lighting are present.		

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33. LIGHTS (Cont'd)									
19	Cabin Emergency Lighting System	D	1	0	May be inoperative. Not required for airplanes with 19 or fewer passenger seats.				
20	Pulse Light Function of Landing Lights	D	1	0	May be inoperative provided STEADY on and off control of landing lights operates normally.				
21	Beacon Light	C	1	0	May be inoperative for day operations.				
		C	1	0	May be inoperative for night operations provided strobe light operates normally.				
22	Strobe Lights	C	1	0	May be inoperative for day operations				
		C	1	0	May be inoperative for night operations provided beacon light operates normally.				
23	Eye Height Reference Device (internal lighting)	D	3	0	Lights within spheres may be inoperative provided pilot seats are correctly adjusted prior to flight.				
24	"Fasten Seat Belt" Cabin Annunciation				(O) May be inoperative provided: a) PA System operates normally, and; b) PA System is used to notify passengers of normal, abnormal and emergency situations. (O) Test the PA system prior to engine start to confirm normal operation.				
25	"No Smoking" Cabin Annunciator	D	1	0	(M) (O) May be inoperative provided: a) Place a 'NO SMOKING' placard that is visible to all passengers and can be comprehended by all passengers, and; b) Brief all passengers during the preflight safety briefing that smoking is not permitted at any time.				

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34. NAVIGATION							
1B	Nonstabilized Magnetic (Standby) Compass	D	1	0	May be unserviceable provided that the ESIS compass and both ADAHRS compass systems operate normally.		
5	Flight Director System	C	1	0	May be inoperative provided approach minimums are not based on its use.		
18 (PL-32)	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. (M) Pull and collar TCAS circuit breaker (H5) in the OPEN (OFF) position.		
		C	-	0	(M) May be inoperative provided: a) System is not required for cargo only operations b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. (M) Pull and collar TCAS circuit breaker (H5) in the OPEN (OFF) position. NOTE: TCAS is required for passenger operations.		
A)	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on flying pilot side, and b) TA and RA Audio Functions are operative on flying pilot side.		

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34. NAVIGATION (Cont'd)							
B)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.		
		C	2	0	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. (O) Confirm both PFD/TCAS displays are operative with no CAS messages. TA advisories will be closely monitored for altitude and course conflicts.		
C)	Traffic Alert Display System(s)	C	2	0	May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use. (O) Perform a system self-test in accordance with PSM 1-64-1 section 9-50.4.5.1 to ensure the RA feature is operative.		
D)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
E)	Airspace Selection Function	C	-	0			
27	ESIS Compass (heading functionality only)	D	1	0	May be inoperative provided that the Magnetic (Standby) Compass and both ADAHRS compass systems operate normally.		
28	ESIS Instrument (all functionality)	B	1	0	May be inoperative for day VMC provided no other defects related to the APEX presentation of PFD data are present and the Magnetic (Standby) Compass at the top of the windshield center post operates normally.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
29	ESIS Battery (ESIS independent power supply)	-	-	-	See item 24-10		
30	ADAHRS Compass and Heading reference systems	A	2	1	Compass and heading function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) The Standby Magnetic Compass at top center of windshield and the ESIS compass systems are operating normally; b) Operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (or, the left PFD during single pilot non-revenue operations); and c) No other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot non-revenue operations) or other ADAHRS functions are present. NOTE: Aircraft may not depart a maintenance base with any form of ADAHRS defect.		
31	ADAHRS Attitude reference systems	A	2	1	Attitude function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) The ESIS is operating normally, and; b) Operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations), and; c) No other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present. NOTE: Aircraft may not depart a maintenance base with any form of ADAHRS defect.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
32	ADAHRS System	A	2	1	One channel may be completely inoperative for a flight or series of flights to return to a maintenance base provided: a) The ESIS and ESIS battery are operating normally; b) The Magnetic (Standby) Compass is serviceable; c) Operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations); and d) Flight is day VMC only. NOTE: Aircraft may not depart a maintenance base with any form of ADAHRS defect.		
33	Advanced Graphic Module (AGM)	A	2	1	One AGM may be inoperative for a flight or series of flights in day VMC to return to a maintenance base provided: a) Left PFD operates satisfactorily for non-revenue single pilot operations (AGM reversion may be used); or b) Both PFDs operate satisfactory for two pilot operations (AGM reversion may be used); and c) No other deferred defects affecting PFDs, MFDs, or ESIS are present.		
34	Electronic Display of Jeppesen charts	D	-	0	May be inoperative, deactivated, or out of date provided system is not used. (O) Use charts on the EFB or paper charts provided they are current.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
35 (PL-98)	FMS Navigation Databases (purple and blue CDs)	A	2	0	(O) One or both may be inoperative provided: a) Operations do not require its use, b) It's not used in the primary navigation system, c) Radios are manually tuned for communications and navigational aids, and; d) flight crew reference current EFB or paper charts and approaches for IFR operations, and; e) Is repaired within ten (10) flight days. NOTE: An out-of-currency or out-of-date database is not authorized MMEL relief.		
36	Primary Flight Display (PFD) Controller	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. For single pilot non-revenue operations, the left controller must be operating normally. NOTE: Crews will not depart a maintenance base with any PFD defects.		
37	Multifunction Controller	-	-	-	See section 46-9 and 46-10.		
38	MMDR (VOR/ILS functionality)	C	2	0	Both may be inoperative for VFR flight.		
		B	2	1	One may be inoperative provided a single VOR/ILS is sufficient for navigation. NOTE: See Section 23 for VHF Communications functionality of MMDR		
39	MMDR (ADF functionality)	C	2	0	May be inoperative provided ADF reception is not needed for navigation.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
40	MMDR (Marker Beacon functionality)	C	2	0	May be inoperative provided marker beacon reception is not needed for navigation.		
41	DME				May be inoperative provided: a) DME reception is not needed for navigation; and b) Both GPS receivers and the FMS are operating normally.		
42	GPS receivers	C	2	1	(O) One may be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.		
		A	2	0	(O) Both may be inoperative for a flight or series of flights to return to a maintenance base provided that: a) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage, and; b) Crews will not refer to the INAV map for position determination or navigation, and; c) Crews should select Weather Radar overlay on the upper MFD with GMAP mode engaged vs. INAV map to assist in situational awareness NOTE: ADS-B OUT will be inoperative; see item 34-44A for further guidance.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED						
				3. NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS & EXCEPTIONS					
34. NAVIGATION (Cont'd)									
43	Flight Management System	B	2	0	May be inoperative provided: a) No defects relating to fuel quantity gauging system or fuel flow measurement are present; b) Navigation does not require LRN (GPS navigation) functionality; and c) Operating regulations permit FMS to be inoperative.				
44 (PL-76)	Transponders and Automatic Altitude Reporting Systems	B	2	0	Both 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, and; NOTE: TCAS is considered inoperative; see item 34-52 for further guidance.				
		D	2	1	One may be inoperative provided the other transponder operates normally.				
	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.				
	A) (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	2	1	One may be inoperative provided the other operative transponder is selected and used.			
		C	2	0	(O) Both may be inoperative provided: a) Alternate operations are established and used, b) It is not required by regulation, and; c) Authorization is obtained from ATC facilities having jurisdiction over the planned route of flight. (O) Do not fly through areas where ADS-B is required without ATC authorization. Notify ATC that ADS-B capability is not available when approaching areas where ADS-B is used but not required. NOTE: Any ADS-B function that operates normally may be used.				

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
A) (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd)	D	2	0	Both may be inoperative provided: a) Enroute operations do not require its use, and; b) It is not required by regulation. (O) Do not fly through areas where ADS-B is required without ATC authorization. Notify ATC that ADS-B capability is not available when approaching areas where ADS-B is used but not required.		
		C	2	1	One must be operative when operating in areas where ADS-B is required. NOTE: Any ADS-B function that operates normally may be used.		
B)	ADS-B Out Extended Squitter Transmissions	C	2	1	One may be inoperative provided the other operative transponder is selected and used.		
		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and; c) It is not required by regulation. (O) Do not fly through areas where ADS-B is required without ATC authorization. Notify ATC that ADS-B capability is not available when approaching areas where ADS-B is used but not required.		
		C	2	1	One must be operative when operating in areas where ADS-B is required. NOTE: Any ADS-B function that operates normally may be used		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
45	Radar Altimeter	C	1	0	May be inoperative provided: a) Approach procedures do not require its use; b) Radar altimeter minimums function is not used; and c) Degradation of TAWS functionality (Modes 1-6 will be inoperative); see item 34-53 for further guidance.		
46	Altitude Alerter	C	-	0	May be inoperative for day VMC flight only.		
47	INAV Topographic database (INAV Map topography, the Green CD, updated approximately annually)	D	1	1	May be out of currency up to 90 days following issue of most recent database provided no SL, SB, or AD pertaining to database errors exists. NOTE: The INAV map topographic information is not in any way related to the MK VI TAWS (EGPWS) terrain database.		
48	Terrain database (MK VI TAWS [EGPWS] database, updated approximately quarterly)	D	1	1	May be out of currency up to 90 days following issue of most recent database as advised by Honeywell service letter, provided no SL, SB or AD pertaining to database errors exists.		
49	Weather Radar	C	1	0	May be inoperative provided crews do not fly into known or forecast thunderstorms or other hazardous weather conditions.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
50	Stormscope	D	1	0			
51	Flight Controller (channel)				One channel may be inoperative provided no functionality is lost.		
53	TAWS	B	1	0	(M) If TAWS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured. (M) Pull and collar the TAWS (G5) circuit breaker in the OPEN (OFF) position.		
		C	1	0	(M) If TAWS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured. (M) Pulls and collar the TAWS (G5) circuit breaker in the OPEN (OFF) position.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
36. PNEUMATICS							
1	Bleed Air Systems	C	2	0	(M) May be inoperative provided: a) Corresponding Bleed Air Valves are confirmed CLOSED, b) Aircraft is not operated in known or forecast icing conditions, c) Autopilot is not used, and d) Flight instrument operation does not depend on either Bleed Air System. (M) Pull and collar the left and right bleed air valve circuit breakers (C4 and D4) in the OPEN (OFF) position and visually confirm that the valves are in the closed position before releasing the aircraft for flight. NOTE: Cabin Heating System will be inoperative without bleed air; See item 21-12 for further guidance.		
A)	Bleed Air Valves	C	2	1	(M) One may be inoperative provided: a) The corresponding bleed valve is secured closed, and b) The flight is not conducted in known or forecast icing conditions. (M) Pull and collar the affected bleed air valve circuit breaker (C4 or D4) in the OPEN (OFF) position and visually confirm that the valve is in the closed position before releasing the aircraft for flight.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				4. REMARKS & EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH				
36. PNEUMATICS							
A)	Bleed Air Valves (<i>Cont'd</i>)	C	2	0	(M) Both may be inoperative provided: a) Both bleed valves are secured closed, b) The flight is not conducted in known or forecast icing conditions, and c) OAT in flight is not less than +15°C. (M) Pull and collar the affected bleed air valve circuit breaker (C4 or D4) in the OPEN (OFF) position and visually confirm that the valve is in the closed position before releasing the aircraft for flight. (O) Confirm the OAT is +15°C or greater on the lower MFD display at the bottom of the engine instrument window and forecast temperatures will remain +15°C or greater for ETA plus one hour.		
2	Low Pressure Monitoring System ('PNEUMATIC LOW PRESS' Annunciation)				See section 30-16.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
45. CENTRAL MAINTENANCE COMPUTER							
1	Central Maintenance Computer Function	C	1	0			
2	Engine Condition Trend Monitoring System (ECTM) Reader	D	1	0			
3	SD Card Reader	-	-	-	See item 46-9		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEM							
1	Electronic Flight Bag Systems (EFBs)						
A)	Class 3 EFBs	C	2	1	(O) May be inoperative provided: a) The non-flying pilot has access to an operative EFB for flights to a maintenance base where a replacement can be issued; NOTE: Any function, program or document which operates normally may be used.		
		D	2	0	(O) May be inoperative provided the crew use paper copies of all required flight publications		
B)	Data Connectivity (Class 2)	C	2	1	(O) May be inoperative provided the crews can verify EFB currency via communication with Operations until at a maintenance base where connectivity or repairs can be obtained.		
		D	-	0	(O) May be inoperative provided the crew use paper copies of all required flight publications		
C)	Power Connection (Class 1 & 2)	C	2	1	(O) May be inoperative provided battery life will sustain operation until at a maintenance base where repairs can be made.		
		D	-	0	(O) May be inoperative provided the crew use paper copies of all required flight publications		

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					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEM (Cont'd)							
D)	Mounting Device (Class 2)	C	2	0	(M) (O) May be inoperative provided: a) the associated EFB hardware is secured or removed from the aircraft, and b) Crews use a knee board to secure the EFB for inflight use until repairs can be made.		
		D	2	0	(M) (O) May be inoperative provided: a) the associated EFB hardware is secured or removed from the aircraft, and b) Crews use a knee board to secure the EFB for inflight use until repairs can be made.		
2	Modular Avionics Unit (MAU) Actuator Input/Output Processor (AIOP) channels	A	2	1	(O) (M) One channel may be inoperative for flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually in accordance with each section of this MEL. (O) Review inoperative Automatic Flight Control System (AFSC), Flight Controller (FC), Autopilot (AP) functions and MEL limitations associated with the inoperative AIOP channel before departure. (O) Crews will not depart a maintenance base with an inoperative AIOP channel.		
3	Advanced Graphic Module (AGM) channels	-	-	-	See section 34-33.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEMS (Cont'd)							
4	Display Unit 1 (Left PFD)	A	1	0	(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: a) Both MFDs operate normally; b) Flight is two-crew operation with right seat pilot performing the 'flying pilot' (handling pilot) functions; c) ESIS operates normally; and d) No other deferred defects related to PFD or MFD systems are present. (O) Turn DU1 (Pilots PFD) to the OFF/REV position and ensure that DU2 (Upper MFD) now displays the normal PFD information for the left pilot, and confirms DU3 (Lower MFD) displays both situational awareness and systems MFD information by using the swap button on the MFC or CCD. NOTE: Crews will not depart a maintenance base with any PFD or MFD defects.		
5	Display Unit 2 (Upper MFD)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided: a) Lower MFD operates normally; b) Both PFDs operate normally; c) ESIS operates normally; d) No other deferred defects related to PFD or MFD systems are present; and e) IFR or IMC flight must be two crew operation. (O) Turn DU2 (Upper MFD) to the OFF/REV position and ensure that DU3 (Lower MFD) displays both situational awareness and systems MFD information by using the swap button on the MFC or CCD. NOTE 1: Jeppesen charts will be unavailable. NOTE 2: Crews will not depart a maintenance base with any PFD or MFD defects.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEMS (Cont'd)							
6	Display Unit 3 (Lower MFD)	A	1	0	May be inoperative for a flight or series of flights (if single pilot, VFR in VMC only) to return to a maintenance base provided: a) Upper MFD operates normally; b) Both PFDs operate normally; c) ESIS operates normally; and d) No other deferred defects related to PFD or MFD systems are present. (O) Turn DU3 (Lower MFD) to the OFF/REV position and ensure that DU2 (Upper MFD) displays both situational awareness and systems MFD information by using the swap button on the MFC or CCD. NOTE: Crews will not depart a maintenance base with any PFD or MFD defects.		
7	Display Unit 4 (Right PFD)	A C	1 1	0 0	For two crew operations, may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. For single pilot non-revenue operations, may be inoperative provided no other deferred defects related to PFD or MFD systems are present. NOTE: Crews will not depart a maintenance base with any PFD or MFD defects.		
8	MAU Cooling Fans	C	2	1	One may be inoperative provided: a) There are no other defects that affect the supply of air circulation to the nose avionics compartment or the flight compartment; b) The avionics compartment fan(s) operate normally; and c) The Vent Fan operates normally.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEMS (Cont'd)							
9	Multifunction Controller	-	-	-	Any or all may be inoperative provided crew are familiar with alternate means of accomplishing each task.		
	Shortcut Keys (two top rows of pushbuttons)	C	12	0			
	SD Card Reader	D	1	0			
	Joystick	A	1	0	(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: a) Operations do not require RNAV capability; and b) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage.		
					(O) Ensure route of flight(s) is referenced to SRN only or weather allows for VMC flight to return to a maintenance base.		
					NOTE: The FMS will be inoperative; see item 34-43 for further guidance.		
	ENT keys	C	2	1	One of the two ENT keys may be inoperative.		
	Alphanumeric keys	C	38	0	(O) One or more be inoperative provided: a) Operations do not require RNAV capability; b) Flights can be carried out without use of the FMS, by reference to short range navigation (SRN) and/or pilotage; and c) Joystick and data set knob surrounding joystick operate normally.		
					(O) Ensure route of flight(s) is referenced to SRN only or weather allows VMC flight to return to a maintenance base.		
	Weather Radar Controls				See item 34-49.		

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					4. REMARKS & EXCEPTIONS		
46. INFORMATION SYSTEMS (Cont'd)							
10	Multifunction Controller (entire controller, or, any functions not specifically listed in item 46-8)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided: a) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage; and b) No defects related to fuel quantity measurement are present. NOTE: The UNABLE FMS-GPS MON amber CAS message will be present until takeoff if FMS position cannot be initialized.		
11	Flight Controller Panel						
	Minima knob	C	1	0	May be inoperative provided takeoff and landing is conducted in VMC.		
	Heading/Track collar	C	1	0	May be inoperative provided: a) Operations are not conducted in polar areas, and; b) Either the heading or the track bug functions normally.		
	Heading and/or track bug setting knob	B	1	0	May be inoperative for day VFR flight.		
	Altitude Select knob	C	1	0	May be inoperative if altitude alerter is not required by operating regulations. See item 34-46 for further guidance.		
12	Flight Controller Panel (entire controller)	B	1	0	May be inoperative for day VMC flight outside of polar regions, provided operating regulations permit Altitude Select to be inoperative.		

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					4. REMARKS & EXCEPTIONS	
52. DOORS						
1A	Doors Unlocked Annunciation	C	1	0		
2	Passenger Door Strut	C	1	0		
3	Air Stair Door Bottom Sliding Step	C	1	0	(M) Secure the sliding step in the RETRACTED position in accordance with PSM 1-64-2 section 52-10 procedures before releasing for flight.	
4	Airstair Door Damping Strut ('doorsaver')	C	1	0	(M) May be missing or inoperative provided a placard is provided on both sides of the door indicating that the dampening strut is missing or inoperative. (M) Place a placard reading (DAMPENERS INOPERATIVE) on both sides of the door indicating that the dampening strut is missing or inoperative. NOTE: Crews should use caution when opening the door with a missing/inoperative dampening strut.	
5	Key Locks of Doors				See item 25-13.	

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			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
56. WINDOWS							
1	Flight Compartment Door Sliding Window	C	2	0	(M) May be inoperative provided the window is secured in the closed position. (M) Secure the window cam latch mechanism in the closed position and place a placard reading "DO NOT USE" near the window latch.		
2	Passenger Cabin Inner Window Panels	C	≤21	0	(M) Any number of inner window panels may be missing. Maintenance will remove damaged inner window panels that obscure the view of the exterior of the aircraft. NOTE: If the outer window panel is damaged or obscures the view of the exterior of the aircraft it must be replaced before flight for passenger operations.		

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY							
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED						
				3. NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS & EXCEPTIONS				
61. PROPELLERS									
2	Auto Feather System and Indicator Lights	C	1	0	May be inoperative provided AFM procedures are followed.				
3	Synchronizer System	C	1	0	May be inoperative.				
4	Propeller Reset Caution Lights	C	1	0	May be inoperative provided Propeller/Throttle Mechanical Interlock per Mod 6/1223 is installed and operative.				
5	Autofeather system switchlight assembly	C	2	0	(M) One may be inoperative provided: a) Opposite side switchlight operates normally; b) The functionality of the autofeather system is not affected; and c) CAS annunciation of 'autofeather selected' and 'autofeather armed' operates normally. (M) Perform an Autofeather system test in accordance with PSM 1-64-2 section 71-00 procedures to ensure system operates normally before releasing for flight.				
6	Propeller Reset Annunciation	C	1	0	May be inoperative provided the mechanical interlock preventing throttle movement aft of idle unless propeller levers are fully forward is functioning properly.				

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
61. PROPELLERS (Cont'd)							
7	Autofeather System	C	1	0	(O) May be inoperative provided the following procedures are adhered to: a) Conduct operations in accordance with AFM Supplement 19, Operation with Inoperative Autofeather System, b) Increase takeoff distances in accordance with supplement 19 criteria, b) Crews will not conduct operations in accordance with prohibited Supplement 37 performance procedures, and; c) Takeoff Configuration Warning System is tested during an engine power run to confirm no inappropriate annunciations are generated. (M) Pull and collar PROPELLER AUTOFEATHER circuit breaker (C7) in the OPEN (OFF) position and place a placard reading "AUTOFEATHER INOP" near the Autofeather switch annunciators. NOTE: Extension of MEL relief for the autofeather system beyond 10 days is strictly forbidden.		
8	Ground Fine Range ("Beta") Annunciation	B	2	1	Annunciation of ground fine ("beta") range from one propeller may be inoperative provided annunciation from the other propeller operates normally.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS & EXCEPTIONS		
73. ENGINE FUEL AND CONTROL					
1	PY Tube Heaters (fuel control sensor tube)	C	2	0	(M) (O) One or both may be inoperative provided: a) The corresponding circuit breaker is pulled, and; b) The aircraft is not operated where the air temperature is less than +5°C. (M) Pull and collar PY Tube Heater circuit breakers (A7 and B7) in the OPEN (OFF) position. (O) Confirm the OAT is less than +5°C on the lower MFD display at the bottom of the engine instrument window and forecast temperatures will remain below +5°C for ETA plus one hour.
2	Fuel Flow Indication				Refer to section 28.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
74. IGNITION							
1	Manual Engine Ignition	D	1	0	(O) May be inoperative provided flight is not conducted in known or forecast icing conditions. (O) Crews will not conduct flight into known or forecast icing conditions and ensure forecast does not include icing conditions for ETA plus one hour. (M) Place a placard reading "MANUAL INOP" near the ignition switch in full view of the pilot.		
2	Spark Ignitors	A	4	2	One per engine may be inoperative for a flight or series of flights to return to a maintenance base.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
77. ENGINE INDICATING							
1	NP Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.		
2	NG Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.		
3	Torque Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.		
4	T5 Indication	A	2	1	(O) One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
79. ENGINE OIL							
3	Engine Oil Temperature	B	2	1	(O) One may be inoperative provided the engine with the inoperative oil temperature indication is started first and the oil pressure indicating system is operative.		
4	Oil Pressure Sensor (40 PSI discrete)	B	2	1	One may be inoperative provided: a) Oil pressure is correctly displayed in engine window; b) Low oil pressure CAS message is not present when oil pressure is within acceptable range; and c) Both oil pressure sensors on opposite side engine are operating normally.		
5	Oil Pressure Sensor (transducer)	B	2	1	One may be inoperative provided: a) Low oil pressure sensor (discrete 40 PSI sensor) of affected engine posts low oil pressure CAS message when pressure is below 40 PSI; b) Low oil pressure CAS message is not posted when oil pressure is greater than 40 PSI; and c) Both oil pressure sensors on opposite side engine are operating normally.		