

# TRANSNORTHERN AVIATION

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## MINIMUM EQUIPMENT LIST

### Hawker Beechcraft Corp

**Models:** 200 / 200C / 200CT / 200T / A100-1 / A200  
A200C / A200CT / B200 / B200C / B200CT / B200T / B200CGT

- Revision Original -

Serial Numbers(s)

**BB-439** and any authorized S/N per OpSpec

<b>APPROVED</b> <b>FAA-AAL-FSDO-03</b>		<b>OPERATOR</b> <b>ACCEPTANCE</b>	
_____	_____	_____	_____
Aviation Safety Inspector	Date	Operator	Date

*This MEL has been compiled from, and is no less restrictive than, the Master Minimum Equipment List, Revision 14b, dated 08/27/2010, provided by the FAA*

**TRANSNORTHERN  
BE200 MINIMUM EQUIPMENT LIST  
-- Aircraft Authorized --**

**All King Air 200 Aircraft operated by TransNorthern  
as authorized in TN8A405Y Operations Specifications**

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Aviation Safety Inspector      Date	Operator      Date



**FAA FINAL APPROVAL**

FAA-AAL-FSDO-03  
Effective: 01/05/2022  
Inspector Name: George O'Connor

## **DEFINITIONS**

1. System Definitions. System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.
  - a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. **Repair interval categories (A, B, C, and D) are listed on right side of column Repair intervals are described in definition 22.**
  - b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
  - c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
  - d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.
4. Placard. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Placard wording and location is specified in the "Company Procedures" section of the MEL.
5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations. CFR14 and FAR are interchangeable terms.
7. "Flight Day" means a 24 hour period (from midnight to midnight) local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft, propellers or engine intake systems.
9. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. "Inoperative" means 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) or tolerance(s). May be abbreviated "Inop".
11. "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
12. "Inoperative component". Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. This MEL will include specific maintenance procedures in Column 4 OR in an attached Procedures Manual (Appendix) for the MEL.
14. "(O)" symbol indicates an 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 operator. This MEL will include specific operations procedures in Column 4 OR in an attached Procedures Manual (Appendix) for the MEL.



15. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be specific operations procedures in Column 4 OR in an attached Procedures Manual (Appendix) for the MEL.
16. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. "Visual Meteorological Conditions" (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.
18. "Visible Moisture" means 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.
19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
20. Repair Intervals: All users of a MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the approved MEL.

Category B. Items in this category shall be repaired within three (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 three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

**The operator has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.**

21. "Administrative control item" means an item listed in the MEL for tracking and informational purposes.
22. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.
23. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MEL for the repair of an inoperative item of equipment. This provision is applicable to all MEL items, i.e., categories "A, B, C, and D."
24. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the initial deferred item is repaired. Additional actions include: placarding, and complying with all remarks, exceptions.
25. "Is not used" in the provisos, remarks or exceptions of the MEL item may specify that another item relieved in the MEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.
26. "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.
27. "Takeoff". Takeoff is the act of beginning a flight in which the 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.

28. “Operative”. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerances(s).
29. “Provisos”. Provisos are indicated by a number or a lower-case letter in the “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the initial **type** certification, supplemental type certificate, **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. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator’s NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer’s maintenance manual or operator’s approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator’s NEF process.
31. “GPU” – Ground Power Unit.

Preamble  
(Effective 6/14/89) *FAA MMEL Policy Letter PL-34 rev 4*

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.**

### COMPANY PROCEDURES

In the metal box for the aircraft is a supply of "Aircraft Flight Log" sheets in the form of a bound volume and a supply of yellow stickers (see definition of Placard).

The 'Aircraft Flight Log' is utilized to record aircraft discrepancies of any nature. Discrepancies that are not found on the following pages of this MEL prohibit flight until corrected per Company Operations Manual. Discrepancies that are listed on the following pages may be deferred as per specific instructions found herein.

It is imperative that Pilots and Mechanics are completely familiar with all portions of this document before MELing any discrepancy.

Procedure for MELing an item:

1. Describe the item on the Discrepancy Column on the Aircraft Flight Log.
2. Locate the item on the following pages. Enter MEL number on the 'Aircraft Flight Log' and the day the discrepancy was noted (Day of Discovery). [Example: an inoperable CHT would be recorded in the discrepancy section as "MEL77-4 10/17/98".
3. Note the same information on the 1/2 X 3/4 self-adhesive sticker and place it on or immediately beside the inoperative component or its activating mechanism. - See Definition #4 – Placarding and PM – 2 in Appendix A for more information.
4. Any item with a "(M)" in the Remarks column requires that a certified mechanic perform the task listed the first time an item is MELed. Any company mechanic may perform this task. If a MEL-able discrepancy occurs where no company mechanic is available the pilot must notify the Director of Maintenance or his designee for instructions as how to proceed. IF the Item is a (M) item, a mechanic must sign the Corrective Action Column of the Aircraft Flight Log the first time the item is MELed describing the work required. The Pilot may sign off subsequent MELing of the same item until it is repaired.
5. The pilot, through the authority of the approved MEL, may enter: "Deferred <Letter designator repair interval>" in the 'Aircraft Flight Log' "Corrective Action" column and continue operation of the Aircraft as long as the MEL authorizes continued operation in accordance with the Repair Interval listed for the item. (See Definitions)
6. The pilot must assure that the TNA Director of Maintenance or his designee is made aware of the discrepancy at the earliest opportunity. Personal verbal or text notification is required... not a note or memo.
7. The Records Department will carry forward any items noted as a Discrepancy on each successive Log page until corrected by Maintenance. (Do NOT carry forward the 'Corrective Action' Notation.)
8. The pilot is required before flight of an aircraft with uncorrected MEL items to assure that the "Repair Interval" as indicated by the Letter Designator of the MEL item has not been past. In the case of MEL items with in the "Repair Interval" the Pilot may enter "Deferred <Letter designator repair interval>" and continue operation of the aircraft. If the "Repair Interval" is past or the flight will cause the "Repair Interval" to be passed; the aircraft may not be dispatched until the item is corrected and appropriate signoff entered on the 'Aircraft Flight Log' page. (Reference GOM and GMM for appropriate signoff procedures for maintenance items)

## **MEL Management Program**

The MEL Management Program for TransNorthern is found in the Company's General Operations Manual Section I, current Revision.

The MEL Management program is managed by the CASS system described in the Company's General Maintenance Manual Section G, Continuous Analysis and Surveillance Program Element 3 Performance and Analysis function. Review of previous MELed items, including any recommended Company MEL documents is accomplished at each company CASP meeting. See Meeting Addenda check list GOM Page G-11.

# TRANSNORTHERN AVIATION

# Minimum Equipment List

Revision Number: Orig

Date: 09/15/2021

Page No. 21-1

Aircraft:

Beechcraft King Air 200 Series

**Table Key:** 1 = Repair Category  
2 = Number Installed  
3 = Number Required for Dispatch

## 21. Air Conditioning

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Pressurization Controller	C	1	0	<p>May be inoperative for unpressurized flight.</p> <p>(O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' &lt;§135.89&gt; and...</p> <p>b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. &lt;§135.157&gt;</p>
2.	Safety Valve (Dump)	C	1	0	<p>May be inoperative provided that the aircraft remains unpressurized and:</p> <p>a. (M) Maintenance personnel shall ensure the Safety Dump Valve is secure in the OPEN position by securing it with safety wire or thin wooden block secured by safety wire such that the valve cannot close and permits air to flow unobstructed. Perform functional test of the pressurization system and assure the aircraft does not pressurize.</p> <p>b. Install Placard: "21-2 Pressurization Inop"</p> <p>c. (O) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing.</p>

# TRANSNORTHERN AVIATION

# Minimum Equipment List

Revision Number: Orig

Date: 09/15/2021

Page No. 21-2

Aircraft:

Beechcraft King Air 200 Series

**Table Key:** 1 = Repair Category  
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## 21. Air Conditioning

Seq #	Item	1	2	3	Remarks or Exceptions
3.	Outflow Valve	C	1	0	<p>May be inoperative provided that the aircraft remains unpressurized and:</p> <p>(M) a) Maintenance personnel shall ensure the Dump Valve is secure in the OPEN position by securing it with safety wire or thin wooden block secured by safety wire such that the valve cannot close and permits air to flow unobstructed. Perform functional test of the pressurization system and assure the aircraft does not pressurize.</p> <p>b) Install Placard: "21-2 Pressurization Inop"</p> <p>(O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' &lt;§135.89&gt; and...</p> <p>b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. &lt;§135.157&gt;</p>
4.	Cabin Altitude Warning (ALT WARN)	C	1	0	<p>May be inoperative for pressurized flights at or below 10,000 feet MSL</p>
		C	1	0	<p>May be inoperative for unpressurized flight provided:</p> <p>(O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' &lt;§135.89&gt; and...</p> <p>b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. &lt;§135.157&gt;</p>



Revision Number: Orig  
Date: 09/15/2021

**Aircraft:**  
**Beechcraft King Air 200 Series**

**Table Key:** 1 = Repair Category  
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**21. Air Conditioning**

Seq #	Item	1	2	3	Remarks or Exceptions
5.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator is operative.
		C	1	0	May be inoperative for unpressurized flight provided : (O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' <§135.89> and... b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. <§135.157>
6.	Cabin Altitude/ Differential Pressure Indicator	C	1	0	May be inoperative for unpressurized flight provided that the pilot keeps the Safety Valve switch in the Open position (Dump). (O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' <§135.89> and... (b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. <§135.157>

**TRANSNORTHERN AVIATION**

**Minimum Equipment List**

Revision Number: Orig

Page No. 21-4

Date: 09/15/2021

Aircraft:

Beechcraft King Air 200 Series

**Table Key:** 1 = Repair Category  
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**21. Air Conditioning**

Seq #	Item	1	2	3	Remarks or Exceptions
7.	Bleed Air Shutoff Valves (Environmental) (3 Position Switch)	C	2	1	One may be inoperative in the ENVIR OFF Position for pressurized flight provided: (M) Determine that the inoperative valve(s) is in the closed position. Place the affected Bleed Air Shutoff Valve(s) switch in the ENVIR OFF Position. Operate the affected engine. Verify no air flow from conditioning air vents. Check pneumatic pressure and gyro suction is within limits.
		C	2	0	Both may be inoperative in the ENVIR OFF position for unpressurized flight provided: (M) Determine that the inoperative valve(s) is in the closed position. Place the affected Bleed Air Shutoff Valve(s) switch in the ENVIR OFF Position. Operate the affected engine. Verify no air flow from conditioning air vents. Check pneumatic pressure and gyro suction is within limits. AND (O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' <§135.89> and... b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. <Ref: §135.157> NOTE: IF Rudder Boost is installed Comply with MEL 27-3.
8.	AUTOMATIC Temperature Controller	C	1	0	May be inoperative provided MAUNAL Temperature Controller is operative.
9.	MANUAL Temperature Controller	C	1	0	May be inoperative provided AUTOMATIC Temperature Controller is operative.

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## 21. Air Conditioning

Seq #	Item	1	2	3	Remarks or Exceptions
10.	Electric Heat	C	1	0	May be inoperative
11.	Air Conditioner	C	1	0	May be inoperative: (M) Visually inspect all air conditioner components with particular attention to RH engine Refrigerant Compressor and verify that no discrepancies exist which might interfere with any other aircraft system. Pull and band air conditioner clutch circuit reaker to isolate the system form any electrical fault.
12.	Aft Blower	C	1	0	May be inoperative
13.	L or R Bleed AIR FAIL Annunciator Indicator				
13.a.	Annunciator Fails to Illuminate	C	2	1	One may be inoperative provided that: (a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, (b) Flight Crew shall ensure aircraft is not operated into known or forecasted icing conditions. (O) In order to determine that the valve for the affected side is closed, before each flight, close the affected valve and start the engine on that side (with the other engine not running). Verify no indication (0 psi) on pneumatic pressure gage. Note: Rudder Boost will be inoperative.
13.b.	Annunciator Remains Illuminated	C	2	1	One may be inoperative provided that: (a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, (b) Flight Crew shall ensure aircraft is not operated into known or forecasted icing conditions. (O) In order to determine that the valve for the affected side is closed, before each flight, close the affected valve and start the engine on that side (with the other engine not running). Verify no indication (0 psi) on pneumatic pressure gage. Note: Rudder Boost will be inoperative.

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## 21. Air Conditioning

Seq #	Item	1	2	3	Remarks or Exceptions
14.	Bleed Air OFF Annunciator System	C	1	0	May be inoperative for unpressurized flight provided: (O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' <§135.89> and... b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. <Ref: §135.157>
15.	Cabin Door Seal	C	1	0	May be inoperative for unpressurized flight provided: (O) a) Pilots must use utilize oxygen continuously when flying at cabin altitudes of 10,000' thru 12,000' for more than 30 minutes and all times above 12,000' <§135.89> and... b) Pilot will, when flying at altitudes above 10,000 feet through 15,000 feet MSL, assure that there is sufficient oxygen to provide at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and when flying above 15,000 feet MSL, provide oxygen to each occupant of the aircraft other than the pilots. and brief all occupants on unpressurized flight, including use of oxygen, as required. Include use of oxygen equipment in the preflight briefing. <§135.157>
16.	Cabin Temperature Indicating System	C	1	0	May be inoperative.

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## 22. Auto Flight

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Autopilot System	C	-	0	May be inoperative for all cargo operations OR when a qualified SIC is assigned to an IFR passenger flight provided that: (M) Pull and band the Auto Pilot circuit breaker, operate all flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control. After test is completed, comply with AD 87-04-24 by setting elevator trim to '0' (neutral) position and observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator, when the elevator is resting against the downstops. See AD 87-04-24 for full information on the procedure. Placard auto pilot control panel "INOP". NOTE: RVSM is Not Authorized.
2.	Yaw Damper (200 Series except 200HDC, 200T with Tip Tanks or STC SA3591NM & F90 except STC SA4130NM)	C	1	0	May be inoperative provided aircraft is operated at or below 17,000 ft pressure altitude. (M) Pull and band Yaw Damp circuit breaker and operate rudder flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on flight controls. Placard yaw damp switch "INOP"
	200 series with STC3591NM (This is referring to Raisbeck Dual Aft Body Strakes)	C	1	1	May be inoperative provided: (M) Pull and band Yaw Damp circuit breaker and operate rudder flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on flight controls. Placard yaw damp switch "INOP"
3.	Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, AND: b) Approach minimums do not require the use of the autopilot
	See next page for Aircraft equipped with GFC-700 AFCS system				

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## 22. Auto Flight

Seq #	Item	1	2	3	Remarks or Exceptions
3.	Continued from previous page: Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC) for aircraft with GFC-700 AFCS System	B	-	1	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.
		B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative. c) Yaw Damper is considered inoperative. (M) Pull and band the Auto Pilot circuit breaker. Operate all flight controls, including trim, to full travel limits. Ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control. After test is completed, comply with AD 87-04-24 by setting elevator trim to '0' (neutral) position and observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator, when the elevator is resting against the downstops. See AD 87-04-24 for full information on the procedure. Placard auto pilot control panel "INOP".
4.	Autopilot Go-Around Switch	C	1	0	May be inoperative provided that a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude. (O) Placard power quadrant "Autopilot Go-Around Switch INOP and Prior to every landing attempt: Flight crew will include manual Go-Around procedure during approach briefing. In the event of a Go-Around, Pilot will disengage Autopilot and perform Go-Around manually. 1. Disengage Autopilot with the yoke disconnect button. 2. Initiate manual Go-Around procedure, utilizing PFD or Gyroscopic attitude indicator to manually set go-around pitch. 3. Set Flight Director (FD) to current desired pitch with "PITCH SYNC & CWS" button. 4. Manually sequence flight guidance system(s) as reqd.

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**22. Auto Flight**

Seq #	Item	1	2	3	Remarks or Exceptions
5.	Autopilot Mode Selector/Annunciator (Except Collins Proline 21 equipped)	C	1	0	May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.
6.	Flight Director System	C	1	0	May be inoperative provided approach procedures do not require it use. Note: Any operative mode may be used.
6. a)	Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)	C	1	0	May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel. (O) Pilot must momentarily select, prior to departure, the affected mode(s) to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.
7.	Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)	C	1	0	May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel. (O) Pilot must momentarily select, prior to departure, the affected mode(s) to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.

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## 23. COMMUNICATIONS

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Communications System (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by Emergency Power Source and not required for Emergency Procedures. One two-way radio suitable for the route to be flown must be operative for non-revenue Instrument Flight Rules. For all Part 135 operations at least 1 VHF radio must be operational. For revenue flight operations under VFR a two-way radio must be operational to Communicate with at least one appropriate station from any point on the route except in geographical locations that make such communications impossible and communicate with appropriate air traffic control facilities from any point within Class B, C, or D airspace or within a Class E surface area designated for an airport in which flights are intended. For IFR or Extended Over-water operations at least one system with two-way communication capability is required.
2.	Passenger Address System (PA)				
2. a.	Passenger Configuration	C	1	0	May be inoperative provided that: (O) Pilot will give all instructions and announcements verbally. Pilot will brief passengers on these procedures before engine start for all emergency and normal operating procedures. Pilot will require a visual acknowledgment from passengers for any announcements or instructions given during times of engine operation.
2. b.	Cargo Configuration	D	1	0	May be inoperative.
3.	Cockpit Speaker System (Including Audio Amp.)	C	2	0	May be inoperative provided: (a) Two operative Headsets are available to the flight crew, and (b) Verify aural warnings are still functional by testing the stall warning system to ensure it produces an aural warning. (O) Activate Stall Warning Test switch as preflight procedure to assure Stall Warning is audible in Headsets.
4.	Static Discharge Wicks	C	-	-	One Wick may be missing or broken from: 1) Each Wing (includes Aileron), 2) Each side of Horizontal Stabilizer, and Vertical Stabilizer. Note: A Maximum of three (3) Static Wicks may be broken or missing.



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**23. COMMUNICATIONS**

Seq #	Item	1	2	3	Remarks or Exceptions
5.	Boom Mic (inc.headset mic)				
5. a.	With FDR and Cockpit Voice Recorder Equipped to Record Boom Microphone.	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) Equipped To Record operates normally, and b) Repairs are made within three flight days.
5. b.	With only Cockpit Voice Recorder Equipped to Record Boom Microphone.	A	-	0	May be inoperative provided repairs are made within three flight days.
5. c.	Without Cockpit Voice Recorder Equipped to Record Boom Microphone.	D	-	0	Boom microphone is not required as long as there is an operative microphone available if two way communications are required.
6.	Cockpit Voice Recorder (CVR)				
6. a.	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
6. b.	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
8.	Passenger Call System	C	1	0	May be inoperative.
9.	Recorded Passenger Briefing System	D	1	0	May be inoperative provided passengers are appropriately briefed prior to each departure. (O) A flight crewmember will verbally brief all passengers IAW §135.117 before each departure.
10.	Push-to-Talk Switches				
10. a.	Aircraft Equipped With Separate Hand Microphone Plug-In (Second-in-command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.
10. b.	Aircraft Equipped With Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
10. c.	Aircraft Equipped Without Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.
11.	Hand Held Microphone	C	2	1	Right side may be inoperative
		C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

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**24. ELECTRICAL POWER**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	DC Generator Caution Lights	B	2	1	One may be inoperative provided corresponding Load Meter is monitored.
2.	Inverters (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative for day VFR.
3.	Inverters Warning Light (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative provided both Inverters are operative.
4.	AC Volt/Frequency Meter (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	1	0	May be inoperative provided Inverter Warning Light is operative.
5.	Cabin AC Power System	C	-	0	(M) Pull and band cabin AC power circuit breaker. Placard cabin AC power as "INOP".
6.	EFIS Standby Power	B	1	0	May be inoperative provided (a) Airplane is operated in day VMC only and (b) standby Battery is disconnected and removed. (M) Pull and band Standby Battery Power circuit breaker. Disconnect power plug and remove standby battery. Label standby battery power system "INOP"
7.	External Power System	C	1	0	(M) Install "INOP" Placard adjacent to the external power receptacle and on exterior of external power receptacle door. Secure external power receptacle door latch shut with aviation safety wire or completely cover door with suitable tape and placard "INOP"
8.	External Power Annunciator	C	2	0	(O) Placard External Power Annunciator "INOP" When connecting to external power: Reference the DC Voltage prior to connection of external power and then after connection. Verify increase in DC voltage to match the voltage being provided by the external power supply. When disconnecting external power: Reference the DC voltage prior to disconnection of external power then after disconnection. Verify decreased in DC voltage to match the voltage being provided by the battery.

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**25. EQUIPMENT/FURNISHINGS**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Crew Seats				
1. a.	Arm Rests	C	-	0	May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flight crew. (M) Place affected crew seat armrest in the full up or full down position. Secure affected arm rest with aviation safety wire in such a manner that it has no movement and safety wire will have no negative impact on crew egress. Install placard on affected seat "Arm Rests Permanently Stowed".
1. b.	Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to flight crew.
1. c.	Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.
1. d.	Seat Adjustment	A	-	0	May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day. (M) Determine by a physical check that the position of the seat permits normal pilot visibility and full flight control movement. If fore and aft adjustment is affected, secure the seat with mechanical stops attached to both seat rails to prevent any fore or aft movement.
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind.

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**25. EQUIPMENT/FURNISHINGS**

Seq #	Item	1	2	3	Remarks or Exceptions
2.	Passenger Seat(s)				
2. a.	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the full upright position. (M) Place affected seat in full upright position. Secure reclining cam in full upright position. Use safety wire to lock reclining cam in this position or disconnect cable from latch to secure seat in full upright position. Seat must not recline when pressure is applied. NOTE: If seat cannot be secured in the full upright position the seat must be deferred IAW MEL 25-2, including being blocked and placarded "DO NOT OCCUPY", or be repaired.
		D	-	-	May be inoperative and occupied provided seat is immovable in the full upright position.
2. b.	Armrest	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an Armrest with a recline mechanism, seat is secure in the full upright position.
3.	Floatation Equipment	D	-	-	Emergency floatation equipment on the aircraft must be operational. Floatation equipment is not required except for extended overwater operations (i.e. >50 NM from shore)
4.	Emergency Medical Equipment				
4. a.	First Aid Kit (FAK) and/or associated Equipment	D	-	-	May be incomplete, missing or inoperative for 9 or less passenger Part 135 operations.
5.	Emergency Locator Transmitter (ELT)				
5. a.	Survival Type ELTs	D	-	-	Any in excess of those required by §91.207 may be inoperative or missing.
5. b.	Fixed ELTs	A	1	0	May be inoperative or missing provided repairs are made within 90 days.
		D	-	-	Any in excess of those required by §91.207 may be inoperative or missing. One ELT is required for Part 135 operations.
5. b.1	Remote Switch			0	May be inoperative provided: Remote switch is disconnected from the ELT and the ELT switch is placed in the ARM position. (M) wiring disconnected from the ELT shall be properly secured by maintenance and Remote Switch Placarded: "INOP".

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**25. EQUIPMENT/FURNISHINGS**

Seq #	Item	1	2	3	Remarks or Exceptions
6.	"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..
7.	Waste Receptacle Access Doors/Covers	C	-	-	May be inoperative provided: (M) Empty and Cover waste receptacle assess Door/cover with tape and Placard "Do Not Use". (O) Prior to flight, Crew must ensure sufficient number of waste receptacles remain usable and brief all occupants on the inop receptacle(s).
8.	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.  (M) Remove inoperative restraints or, if unable to remove placard the inoperative restraint system "DO NOT USE". Engure Cargo Loading limits are observed for remaining restraints. Flight crew must assure All Cargo is loaded IAW §135.87 (c).
9.	Cockpit Sun Visors	C	2	1	May be inoperative or missing provided there are no visual restrictions to the flight crew.

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**26. FIRE PROTECTION**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Portable Fire Extinguisher	D	-	1	One operative Fire Extinguisher must be available on the flight deck for passenger carrying operators. Ref: §135.155: a) Any inoperative Fire Extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2.	Engine Fire Extinguisher System	C	2	0	
2.a	"Push To Extinguish" Guard	A	-	-	May be broken, missing or lacking Safety Wire provided: (a) Broken Guard shall not interfere with the proper indication or activation of System, and (b) Repairs are made within one flight day.

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**27. FLIGHT CONTROLS**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Trim Tab Position Indicator (Rudder, Aileron, and Elevator)	C	3	0	May be inoperative provided: (O) (a) Operate affected trim manually to full travel limits. Verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault which might have an adverse effect on any flight control. Placard Trim Tab Position Indicator "INOP" Note: comply with AD 87-04-24 by setting elevator trim to '0' (neutral) position and observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator is resting against the downstops. If "0" (neutral) position cannot be determined, elevator Trim Tab Position Indicator may not be deferred. See AD 87-04-24 for full information on the procedure. (b) Tab operation is not restricted, and (c) Tab is positioned to neutral prior to each departure and
2.	Flap Position Indicator	C	1	0	May be inoperative provided: (a) Flaps are visually checked for full travel and Flap operation is not restricted, and (b) Flaps are visually checked for proper setting prior to each departure. (O) Before departure operate flaps to full up, approach and full down positions Verify each position by visual inspection of flap positions. Set flaps for Takeoff.
3.	Rudder Boost (Except 200T)	C	1	0	May be inoperative provided aircraft is not modified with STC SA2307CE. (This is Commuter Spares STC that installs either a 40 cuft or 60 cuft cargo pod and may also install High Float Landing Gear, Hydraulic landing gear retraction systems and or Hartzell/Raisbeck quiet Turbofan Propellers)

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**27. FLIGHT CONTROLS**

Seq #	Item	1	2	3	Remarks or Exceptions
4.	Electric Elevator Trim System	C	1	0	<p>May be inoperative provided:</p> <p>(a) Electric Pitch Trim is deactivated and,</p> <p>(b) Autopilot is not used.</p> <p>(M) Pull and band elevator trim circuit breaker and autopilot circuit breaker. Operate manual trim to full travel limits. Verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault, which might have an adverse effect on any flight control. After test is completed comply with AD 87-04-24 by setting elevator trim to '0' (neutral) position and observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator is resting against the downstops. See AD 87-04-24 for full information on the procedure.</p> <p>Autopilot system will be considered inoperative. Placard Autopilot control panel "INOP". Placard face of control wheel (yoke) near the elevator trim switch (pilot and co-pilot) "INOP".</p> <p>Note: RVSM not Authorized</p>
4.a	Trim Switches	C	-	0	NOTE: Any operative Trim Switch may be used.
4.b	PITCH TRIM OFF Annunciation System	C	1	0	May be inop
4.c	PITCH TRIM ON-OFF Switch	C	1	0	<p>May be inoperative provided:</p> <p>(a) Electric Pitch Trim is deactivated and,</p> <p>(b) Autopilot is not used.</p> <p>(M) Pull and band elevator trim circuit breaker and autopilot circuit breaker. Operate manual trim to full travel limits. Verify by visual inspection that trim tabs operate to full limits, and that there is no binding, restriction, or other electrical or mechanical fault, which might have an adverse effect on any flight control. After test is completed comply with AD 87-04-24 by setting elevator trim to '0' (neutral) position and observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator, when the elevator is resting against the downstops. See AD 87-04-24 for full information on the procedure.</p> <p>Autopilot system will be considered inoperative. Placard Autopilot control panel "INOP". Placard face of control wheel (yoke) near the elevator trim switch (pilot and co-pilot) "INOP".</p>



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## 28. FUEL

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Standby Fuel Boost Pumps (Except 200 HDC)	C	2	1	One may be inoperative provided: (M) Pull and band Standby Fuel Boost Pump Circuit Breaker. Placard Standby Fuel Boost Pump switch "INOP". a) Emergency Engine Fuels are not used, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.  NOTE: See AFM Emergency Engine Fuels Limitations.
2.	Crossfeed Light	C	1	0	May be inoperative provided proper operation of the Crossfeed System is checked prior to departure.
3.	Fuel Quantity Indicators	C	2	1	One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets regulatory requirements for flight, b) Both Fuel Flow Indicators are operative, and c) Procedures are established to ensure fuel balance. (O) For the side with the inoperative indicator the Main fuel tank will be either completely filled or drained and filled with a known quantity of fuel to determine the quantity in the tank. Additionally, the affected Aux tank must be either empty, completely filled or drained and filled with a known quantity of fuel in order to ensure a known quantity in the tank. Verify fuel uplift is correct to ensure total amount and balance of fuel is correct before each flight. Pilot will confirm fuel flow gages on both engines are operational and monitored to assure fuel balance.  Note: Tip Tank Gauge must be operative if installed.

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## 28. FUEL

Seq #	Item	1	2	3	Remarks or Exceptions
4.	Auxiliary Fuel Transfer Systems				
4.a	Automatic System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
4.b	Override System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
5.	Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used. (M) Remove the low pressure fuel pump from engine and inspect Pressure Fuel Boost for sheared shaft and that pump failure did not introduce debris Pumps into engine splines. Remove firewall fuel filter and ensure there is no debris resulting from low pressure fuel pump failure. Ensure that the Fuel Pressure annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power. Install placards "Engine Driven Boost Pump Inop" (O) Perform preflight test of Standby Electric Boost Pump on affected side. Operate Standby Electric Boost Pump for the entire duration of Engine Operation and verify that the "Fuel Pressure Inop" light is out at all times.

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**30. ICE AND RAIN PROTECTION**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Surface Deice System (Wing and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators (200 Series Only)	C	4	2	One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure. (O) ) Prior to each flight, verify through exterior visual inspection that ice vanes extend and retract when switch is placed in respective positions.
		C	4	0	Both may be inoperative on one or both sides provided: (M) Extend Ice Vane(s) on affected side(s). Manual Override Ststem T-Handle may be utilized if necessary. Visually inspect affected ice vane(s) to verify that they are in extended position. Pull and band ice vane circuit breaker. Placard affected ice vane switch "INOP". (O) Refer to AFM to determine max ambient temperature operating limitation. Crew must also consider operation with ice vanes extended when referring to Preformance Data contained in the AFM. Ambient surface temperature must be 15°C or below for takeoff and flight operations.
3.	Windshield Heat	C	2	0	May be inoperative provided aircraft Is not operated in known or forecast icing conditions.
4.	Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
5.	Pitot Heaters	B	2	1	Right side may be inoperative provided: (a) SIC is not required and (b) Aircraft is not operated in known or forecast icing conditions. NOTE: RVSM is not Authorized
		C	2	0	May be inoperative provided: (a) Aircraft is operated VFR only and (b) Aircraft is not operated in known or forecast icing conditions.

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Seq #	Item	1	2	3	Remarks or Exceptions
6.	Propeller Deice Systems (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.
		C	1	0	May be inoperative aircraft is not operated in known or forecast icing conditions.
7.	Propeller Deice Systems (Manual)	C	1	0	May be inoperative provided Automatic Propeller Deice System is operative.
		C	1	0	May be inoperative aircraft is not operated in known or forecast icing conditions.
8.	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9.	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10.	Engine Inertial Ice Vanes				
10.1	Engine - Inertial Ice Vane Motors				
10.1.a	Single Motor System with Manual Backup	C	2	0	The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 degree Celsius or below. (O) Refer to AFM to determine max ambient temperature operating limitations. Crew must also consider operation with ice vanes extended when determining performance Data in the AFM.
10.2	Engine - Inertial Ice Vane Actuators				
10.2.a	Single Motor System with Manual Extended Backup	C	2	0	The Manual Extend Backup Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations. (M) Extend Ice Vane(s) on affected side(s). Manual Override System T-Handle may be utilized if necessary. Visually inspect affected ice vane(s) to verify they are in extended position. Pull and band ice vane circuit breaker. Placard affected ice vane switch "INOP". (O) Refer to FAA approved Airplane Flight Manual to determine max ambient temperature operating limitation. Crew must also consider operation with ice vanes extended when referring to Performance Data contained in Approved Aircraft Flight Manual.

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**30. ICE AND RAIN PROTECTION**

Seq #	Item	1	2	3	Remarks or Exceptions
11.	Propeller Deice Ammeter	C	1	0	May be inperative provided aircraft is not operated in known or forecast icing conditions..

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## 31. INDICATING/RECORDING SYSTEMS

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Clock with Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR.
2.	Flight Hour Recorder	C	1	0	(O) Pilot will record Local OUT and OFF time and actual Flight and Block Minutes IAW Company GOM. Record Flight Hour meter if operational and if Hour Meter is not working may be Placard IAW "C" Repair Cateroy
3.	Master Caution Annunciators	B	2	1	May be inoperative.
4.	Master Warning Annunciators	A	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight day.

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**32. LANDING GEAR**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Parking Brake	C	1	0	(O) Pilot will hold pedal brakes and monitor aircraft to ensure aircraft is not moving in lieu of setting the parking brake. Pilot will ensure that the aircraft is chocked before leaving the aircraft unattended. Placard Parking Brake Handle "INOP"
2.	Brake Deice System	C	1	0	May be inoperative provided Rudder Boost is not affected. (M) Examine system to determine that there are no Bleed Air Leaks. Open and band circuit breaker. Placard Brake Deice Switch "INOP".  NOTE: See AFM for Limitations.
3.	Landing Gear Position Indicator Lamps	A	6	3	One may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.
4.	Landing Gear Handle Lights	C	2	1	One Bulb may be inoperative provided all Gear Position Lights are operative.
5.	Landing Gear Handle Solenoid	C	1	0	May be inoperative provided: a) Down Lock Latch is operative b) Down Lock Release Button is operative and (O) Flight crew will brief the need to manually release the Down Solenoid Lock Latch during every takeoff brief. Place "INOP – MUST BE RELEASED MANUALLY" placard near Down Lock Latch.

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**33. LIGHTS**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Cabin Lights Systems	C	-	-	Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night. (O) Pilot will turn on all operative lights and determine if operative lighting is sufficient for crew to perform required duties and for passengers to locate items and move safely about the cabin. Placard switch for inoperative lights "INOP".
2.	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3.	Landing Lights	C	2	0	May be inoperative for day operations.
		C	2	1	One may be inoperative for night operations provided Taxi Light is operative.
4.	Passenger Notice System (Fasten Seat Belt - No Smoking)	C	1	0	May be inoperative provided appropriate verbal briefings are given to the passengers. (O) Passengers will be briefed that smoking is not permitted at any time while on board the aircraft. Passengers will be briefed on alternate procedures to communicate when it is appropriate to release the seat belts and when they must be seated with their seat belts fastened. Placard Fasten Seat Belt – No Smoking switch "INOP"
5.	Navigation Light System	C	1	0	May be inoperative for day operations.
6.	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
7.	Strobe Light System	C	1	0	May be inoperative.
8.	Taxi Light	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operations if both Landing Lights are operative.



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## 33. LIGHTS

Seq #	Item	1	2	3	Remarks or Exceptions
9.	Wing Ice Lights	C	-	0	May be inoperative for day operations.
		C	-	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 the use of Wing Ice Lights.
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
10.	Recognition Lights	C	2	0	May be inoperative
11.	Logo Light System	C	1	0	May be inoperative
12.	Baggage Compartment Lights	C	1	0	May be inoperative
13.	Pluselight System	C	1	0	May be inoperative
14.	Cabin Boarding Lighting System	C	1	0	Any operable Light may be used.
15.	Emergency Instrument Lights	C	1	0	May be inoperative for day VFR operations.

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## 34. NAVIGATION

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Altimeter(s). NOTE: RVSM is not authorized.
2.	Airspeed Indicators (Mechanical Airspeed Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Airspeed Indicator(s).
2.1.	External Airspeed Indicator Bug(s)	C	-	0	(O) May be inoperative, missing, or broken provided that prior to every flight, crew will brief airspeeds of every missing Indicator Bug(s) bug.
3.	Gyroscopic Pitch And Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.
4.	Gyroscopic Rate of Turn/Slip Skid Indicators (Mechanical Turn Indicators Only)	B	2	1	May be inoperative on right side provided Second in Command is not required
		B	2	1	May be inoperative provided aircraft is operated Day VFR. NOTE: Yaw Damper may be inoperative on some aircraft.
5.	Gyroscopic Directional Indicator System (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS.
6.	Vertical Speed Indicators (VSI) (Mechanical VSI Only)	B	2	1	May be inoperative on the right side.
7.	ATC Transponders and Automatic Altitude Reporting Systems	B	1	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.  NOTE: RVSM is not authorized.
		D	-	1	Any in excess of those required by FAR may be inoperative. Ref: §91.215 - only one operational transponder is required.

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Seq #	Item	1	2	3	Remarks or Exceptions
7.	ATC Transponders and Automatic Altitude Reporting Systems Continued.				
7.1.	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
7.2.	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
7.3.	Control Wheel Transponder Ident Switch	C	2	0	May be inoperative provided Transponder Ident Switch is operative.
8.	Navigation Equipment				
8.1.	VOR/ILS Systems	C	-	1	2nd VOR/ILS System may be inoperative provided: a) Intended flight does not require it's use for Enroute and Terminal Procedures; b) Operations do not require its use. (O) a) One ILS must be operational for all Part 135 IFR Operations <ref: §135.65 (a) (3) (ii)> b) Two navigation systems appropriate to the ground facilities to be used must be operative when conducting Part 135 operations under the following conditions: 1. IFR 2. Extended overwater conditions c) One navigation system appropriate to the ground facilities to be used must be operative when conducting operations under the following conditions: 1. VFR Over-the-Top 2. Night VFR d) One VOR navigation system must be operative when conducting IFR operations in Class B airspace.
8.1.a.	Glide Slope	C	-	1	2nd Glide Slope may be inoperative provided: a) Intended flight does not require it's use for Enroute and Terminal Procedures; b) Operations do not require its use. NOTE: One operational glideslope must be operational for all Part 135 IFR Operations <ref: §135.65 (a) (3) (ii)>

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Seq #	Item	1	2	3	Remarks or Exceptions
8.	Navigation Equipment				
8.1.b.	Marker Beacon System	C	-	0	May be inoperative provided: a) Intended flight does not require it's use for Enroute and Terminal Procedures; b) Operations do not require its use. Note: For IFR Part 135 Operations 1 operational Marker Beacon System is required. <ref: §135.165 (a) (3) (i)>
8.2.	Distance Measuring Equipment (DME) Systems	C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.
		C	-	0	May be inoperative provided intended flight operations do not require its use.
		D	2	1	One may be inoperative.
8.3.	Area Navigation (RNAV) (Multi-Senson, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Intended flight does not require it's use for Enroute and Terminal Procedures; b) Operations do not require its use.
		D	-	1	Any in excess of those required for Enroute, Terminal or Approach proecedures or operations may be inoperative.
8.3.1	Navigation Databases	C	-	-	May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each departure, b) Flight crew will check NOTAMs to verify the status and suitability of Nav Facilities used for route of flight, c) Approach navigation radios are manually tuned and identified,and d) RNAV Departures, RNAV Arrivals, Instrument Approaches and published RNAV Routes based on RNAV guidance are not used. (O) Flight crew will ensure current navigational charts are utilized in lieu of the navigation database for all navigational functions including flight planning and radio turning.

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Seq #	Item	1	2	3	Remarks or Exceptions
8.	Navigation Equipment				
8.4.	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided the intended flight does not require it's use for Enroute and Terminal Procedures;
8.5.	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source not displayed on another indicator is considered inoperative
8.6.	Flight Management System (Aircraft Integrated Systems)				NOTE: Systems identified as FMS that provide only navigation functions are deferred with Area Navigation.
		C	-	1	May be inoperative provided the intended flight does not require it's use for Departure, Enroute and/or Terminal
		A	-	0	May be inoperative provided: a) The intended flight does not require it's use for Departure, Enroute and/or Terminal Procedures, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cvcles.
9.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	a) Not required for Part 135 flight Operations in the State of Alaska, within that part of Canada west of longitude 130 degrees W, between latitude 70 degrees N, and latitude 53 degrees N, or during any training, test, or ferry flight. < ref: §165.175 (d)> b) for Part 135 operations not described above comply with §135.175 (b) "No person may begin a flight under IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown, unless the airborne weather radar equipment is in satisfactory operating condition."
9.1.	Radar Antenna Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative

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## 34. NAVIGATION

Seq #	Item	1	2	3	Remarks or Exceptions
10.	Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD)				Reserved
11.	Radar Altimeter	C	-	0	May be Inoperative provided: a) Approach procedures do not require its use. (M) Pull and collar Radar Altimeter Circuit Breaker. Placard Radar Altimeter "INOP" and (O) Flight crew must utilize other established procedures to determine terrain clearance such as map reading and MFD terrain mapping. NOTE: TAWS, GPWS and/or TCAS may be inoperative.
12.	Altitude Alerting System	A	-	0	May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. (O) (1) On each flight where the autopilot will be utilized and prior to use of the autopilot flight crew will engage autopilot and altitude hold and ensure that it functions properly. (2) Prior to each flight where the autopilot will be utilized the Flight Crew should conduct a complete autopilot test per AFM to confirm that it functions properly.

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Seq #	Item	1	2	3	Remarks or Exceptions
13.	Gyro-magnetic Compass System	C	2	1	One Slaved Mode may be inoperative provided: a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative. (O) Placard inop compass system switch "SLAVED MODE INOP". Prior to every flight: Flight crew will verify DG mode is selected and operative and non-stabilized mag compass is operative.
13.1.	Compass System #1	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator.
13.2.	Compass System #2	C	1	0	May be inoperative provided Second-In-Command is not required.
		C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Heading Indicator.

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Seq #	Item	1	2	3	Remarks or Exceptions
14.	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of 3 Gyro or IRU/AHRS stabilized compass systems are operative. (O) Prior to every flight the flight crew will ensure that all of the following gyro stabilized compass systems are operative: * LH Primary * RH primary and * Standby
		B	1	0	May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight. May be inoperative provided that Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight and (O) Prior to every flight the flight crew will ensure that any two of the following gyro stabilized compass systems are operative: * LH Primary * RH primary and * Standby
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
15.	Traffic Alert Collision Avoidance System (TCAS I)	B	-	0	May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (M) Pull and Band TCAS circuit breaker. Placard TCAS unit "INOP".
16.	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required)	A	-	0	May be inoperative provided: a) Repairs are made within two (2) flight days. (O) Crew will review terrain and obstructions along route prior to flight. Crew must maintain terrain and obstruction clearance through conventional means including map reading, MFD Terrain mapping, the use of minimum altitudes and distance from obstacles and remaining in weather conditions equal to or better than minimums required for IFR or VFR flight as appropriate. Note: Ref: §135.154 9 -or less passenger requirements.



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Seq #	Item	1	2	3	Remarks or Exceptions
17.	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	May be inoperative.
18.	Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	May be inoperative provided: (O) a) Flight Crew determines that the MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative including, Weather Radar, TCAS Display, Navigation Map Display, TAWS Display and Thunderstorm Detection
19.	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative except in: a) Class B and Class C airspace areas b) within 30 nautical miles of an airport listed in appendix D, section 1 of Part 91 from the surface upward to 10,000 feet MSL; c) Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL; d) Except as provided in paragraph (e) of this section, Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and e) Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. Ref: §91.225 and Appendix D-1 to Part 91 NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
19.1	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used
19.2	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.

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## 35. Oxygen

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Passenger Oxygen System	C	1	0	<p>Must be operational for Part 91 operations at flight altitudes above flight level 250. ref: §91.211 (b) (1) (i).</p> <p>Must be operational for Part 135 operations:</p> <ol style="list-style-type: none"> <li>1. At flight altitudes above flight level 250 and</li> <li>2. The system is capable of providing oxygen to at least 10% of the passengers for altitudes above 10,000' MSL thru 15,000' AND above 15,000' MSL the system is able to provide oxygen to all passengers for one hour unless, at all times during flight above that altitude, the aircraft can safely descend to 15,000 feet MSL within four minutes, in which case only a 30 minute supply is required.</li> </ol> <p>ref: §135.157 (b)</p> <p>NOTE: Cockpit Crew Oxygen System must be operative.</p>
2.	External Oxygen Gauge	C	1	0	<p>May be inoperative provided the Internal Oxygen Gauge (Cockpit) is monitored while the Oxygen System is serviced.</p> <p>(M) Station a qualified crew member inside the aircraft to monitor the Internal Oxygen Gauge during servicing.</p> <p>Reliable two-way communications (e.g. verbal, mobile phone, etc.) must be established between person servicing the system and the person monitoring the Internal Oxygen Gauge.</p>
3.	Passenger Oxygen Mask	C	-	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY", and</li> <li>b) Affected Mask does not permit flow when Cabin Oxygen System is activated.</li> </ol> <p>(M) Activate Cabin Oxygen System and inspect to ensure there is no evidence of oxygen flowing from affected mask fitting. Affected seat must be blocked and placarded "DO NOT OCCUPY".</p>

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## 37. VACUUM/PRESSURE

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Instrument Air Valves	C	2	1	One may be inoperative provided: a) Affected Valve remains selected INSTR & ENVIR OFF, b) Affected Valve is verified closed prior to each Takeoff, and c) Aircraft is not operated in known or forecast icing conditions. (O) In order to determine that the Instrument Air Valve is in the Off position; prior to flight the Flight crew will position the Bleed Air Shutoff Valve in the INSTR & ENVIR OFF position, start that engine first and verify that there is no pressure on the pneumatic pressure gauge.

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Seq #	Item	1	2	3	Remarks or Exceptions
1.	Electronic Flight Bag System (EFB)				RESERVED

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## 52. DOORS

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.
2.	Cargo Door Annunciator System	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, the door is closed and latched prior to each departure. (O) Prior to each flight: Inspect Cargo Door using an adequate light source for security upon closure using the following procedure: 1. Visually inspect the latching mechanism for any discrepancies while door is in open position. 2. Close the door by pulling it down and inward from inside the aircraft. 3. Once the door is closed, Rotate the lower forward latch handle Forward until the orange lock hook engages the stud on the handle. 4. Check security of latch hook by attempting to move it aft without raising the lock hook. 5. Close the access cover. 6. Check the observation window at the lower aft corner of the cargo door to ensure that the orange stripe on the latch pin linkage is aligned with the orange pointer in the observation window. 7. Rotate the upper aft latch handle down until the black release button pops up. 8. Check the security of this handle by attempting to pull it out and up without depressing the release button; it should not move. 9. Close the upper access cover 10. Visually check that the orange stripe on each of the four rotary latches (two on each side of the cargo door) is aligned

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**52. DOORS**

Seq #	Item	1	2	3	Remarks or Exceptions
3.	Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	<p>May be inoperative provided the Latching Mechanism is inspected using adequate Light by a crewmember prior to each departure.</p> <p>(O) Prior to each flight: Inspect Cargo Door using an adequate light source for security upon closure using the following procedure:</p> <ol style="list-style-type: none"> <li>1. Visually inspect the latching mechanism for any discrepancies while door is in open position.</li> <li>2. Pull the door into the closed position by rotating the handle counterclockwise as far as it will go while pulling in on the door.</li> <li>3. The release button should pop out and the handle should be pointing down.</li> <li>4. Check the security of the door by attempting to rotate the handle counter-clockwise without depressing the release button; the handle should not move.</li> <li>5. Lift the folded airstair that is just below the door handle. A placard adjacent to the round observation window advises the observer that the safety lock arm should be in position around the diaphragm shaft (plunger) when the handle is in the locked position.</li> <li>6. The placard also presents a diagram showing how the arm and shaft should be positioned.</li> <li>7. Use adequate external light source to determine that the arm is properly positioned around the shaft.</li> <li>8. Check the indication in each of the four visual inspection ports, one of which is located near each corner of the door. The GREEN stripe painted on the latch bolt should be aligned with the black pointer in the visual inspection port.</li> <li>9. Upon satisfactory completion of the above checks, aircraft door is suitable for aircraft flight.</li> </ol>
4.	Entrance Door Snubber System	C	1	0	<p>(O) Place placard in vicinity of interior door handle and also in vicinity of exterior door handle which reads "WARNING: DOOR SNUBBER INOP. HOLD DOOR DURING OPENING OR INJURY MAY RESULT"</p>
5.	Airstair Door Cable Cover(s)	D	2	0	<p>May be missing</p>

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## 61. PROPELLERS

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Reverse Not Ready Light (Except for A200CT)	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.
2.	Propeller Synchrophase System	C	1	0	May be inoperative.
3.	Propeller Synchroscope	C	1	0	May be inoperative.
4.	Autofeathering System (200, 200C and F90 Only)	C	1	0	May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.  Note: STC SA2307CE is the incorporation of STCs and associated modifications identified by Commuter Air Transport, including a 40 or 60 cu.ft. cargo pod, High Folation Gear, AVIADESIGN hydraulic landing gear retraction system, and/or Hartzell/Raisbeck quiet Turbofan Propellers.

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## 73. ENGINE FUEL & CONTROL

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Fuel Flow Indicators	B	2	1	May be inoperative provided both Fuel Quantity Indicating Systems are operative. (M) Run affected engine and verify there are no fuel leaks associated with the Fuel Flow Indicator malfunction.



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**77. ENGINE INDICATING**

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Digital Percent Torque Indicators	C	2	1	The Digital portion of only one display may be inoperative.
2.	Digital N1 Indicators	C	2	0	The Digital portion of only one display may be inoperative.

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## 79. ENGINE OIL

Seq #	Item	1	2	3	Remarks or Exceptions
1.	Oil Pressure Annunciators	C	2	1	One may be inoperative provided corresponding Oil Pressure Gauge is monitored. (O) Monitor oil pressure gauge throughout engine operation from startup to shutdown. Flight crew will utilize a clock, timer, or other suitable method to ensure monitoring at regular intervals