



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 6
Date: XX/XX/XXXX

Pilatus Aircraft Ltd. PC-12/47E

**** FOR 14 CFR PARTS 91, 125, and 135 OPERATIONS ONLY ****

Flight Operations Evaluation Board (FOEB)

Approved by the Aircraft Evaluation Division
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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 6 DATE: XX/XX/XXXX			PAGE NO. I	
AIRCRAFT: PC-12/47E			TABLE OF CONTENTS AND CONTROL PAGE	
SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	6	XX/XX/XXXX
--	Table of Contents and Control Page	I	6	XX/XX/XXXX
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--	Highlights of Change	III thru VIII	6	XX/XX/XXXX
--	Definitions	IX	6	XX/XX/XXXX
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Section One	Line Replaceable Unit (LRU) Component Relief – Deleted Revision 6	1-1	6	XX/XX/XXXX
21	Air Conditioning	21-1 thru 4	6	XX/XX/XXXX
22	Autoflight	22-1 thru 5	6	XX/XX/XXXX
23	Communications	23-1 thru 8	6	XX/XX/XXXX
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25	Equipment/Furnishings	25-1 thru 8	6	XX/XX/XXXX
26	Fire Protection	26-1	6	XX/XX/XXXX
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31	Indicating/Recording Systems	31-1 thru 4	6	XX/XX/XXXX
32	Landing Gear	32-1	5	12/27/2022
33	Lights	33-1 thru 2	6	XX/XX/XXXX
34	Navigation	34-1 thru 16	6	XX/XX/XXXX
35	Oxygen	35-1 thru 2	6	XX/XX/XXXX
38	Water/Waste	38-1	5	12/27/2022
45	Central Maintenance System	45-1	6	XX/XX/XXXX
46	Information Systems	46-1 thru 7	6	XX/XX/XXXX
52	Doors	52-1 thru 2	6	XX/XX/XXXX
56	Windows	56-1	6	XX/XX/XXXX
73	Engine Fuel & Control	73-1	6	XX/XX/XXXX
76	Engine Control	76-1	6	XX/XX/XXXX
77	Engine Indicating Deleted Revision 6	77-1	6	XX/XX/XXXX
79	Engine Oil	79-1	ORIGINAL	02/17/2009
Section Two	Crew Alerting System (CAS) Message Relief – Deleted Revision 6	2-1	6	XX/XX/XXXX
--	Statement Page – Deleted Revision 6	2-2	6	XX/XX/XXXX
--	CAS Messages – Deleted Revision 6	2-3 thru 10	6	XX/XX/XXXX

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PAGE NO. II

AIRCRAFT:
PC-12/47E

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	02/17/2009	ORIGINAL ISSUE.
1	06/02/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), pages 21-3, 28-1, 28 2, 31-1, 34-5, 34-12, 45-1, 46-2, 46-3, 52-2.
2	07/16/2012	Cover Page, Table of Contents, Log of Revisions, Control Page, Guidelines for (O) and (M) page IX, Guidelines for (O) and (M), pages XI, 21-2, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 25-1, 25-2, 25 6, 33-1, 33-2, 34-1, 34-4, 34-5, 46-1, 52-2.
2a	03/03/2014	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M) page XI, pages 25-3, 46-2, 46-3, 46-4.
2b	08/11/2017	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, pages 23-2, 23-6, 25-4, 25-5, 30-1, 32-1, 33-1, 33-2, 34-2, 34-4, 35-1.
3	02/05/2018	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1, 23-2, 23-6, 24-1, 25-3, 31-1, 32-1, 34-5.
4	07/21/2021	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (O) and (M), Pages: 21-1 thru 2, 22-1, 23-1, 23-3, 23-5, 24-1, 25-1 thru 2, 25-5 thru 8, 27-1, 30-1, 33-2, 34-2 thru 3, 34-5, 34-7 thru 8, 35-1, 46-1.
5	12/27/2022	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines for (O) and (M), 21-1 thru 3, 22-1, 23-7, 24-1, 25-3 thru 4, 25-8, 26-1, 27-1, 28-1, 30-1 thru 2, 31-1, 31-3 thru 4, 33-2, 34-1, 34-5 thru 6, 35-1, 46-1 thru 6, 52-1 thru 2, 77-1. Section Two: 2-1 thru 2-11.
6	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1 thru 5, 23-1 thru 8, 24-1, 25-1 thru 4, 26-1, 27-1 thru 2, 28-1, 30-1, 31-1, 31-3 thru 4, 33-1 thru 2, 34-1 thru 3, 34-5 thru 10, 34-12, 34-14 thru 16, 35-1 thru 2, 45-1, 46-1 thru 6, 52-1 thru 2, 56-1, 73-1, 76-1, 77-1. Section Two: 2-1 thru 2-10, Deleted.

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AIRCRAFT: PC-12/47E	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 6**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections, formatting and numbering changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	Modified to a single part MMEL. Deleted Section Two – Crew Alerting System (CAS) Message Relief.
XI	(M) and (O) procedures published by aircraft manufacturer.
ATA 21 Air Conditioning	
21-1	Item 1: Modified proviso c).
21-1 thru 2	Item 2, A): Modified item name. Modified repair category. Modified proviso c). Added proviso d). Item 2, B): Added new relief. Reordered: Item 2, C): Modified repair category. Modified proviso c). Added proviso d). Item 2, D): Added (M). Modified proviso c). Added proviso d). Item 2, E): Added proviso c).
21-3	Item 3: Modified repair category. Added (M)(O). Added provisos. Item 4: Modified repair category. Modified proviso c). Added proviso d). Item 5: Modified repair category. Modified proviso c). Added proviso d). Item 6: Added remark. Item 7: Added remark.
21-4	Item 9: Modified item title. Modified number installed. Added proviso a) and b). Item 10: Added remark. Item 11: Added remark. Item 12: Added remark.

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REVISION NO. 6 DATE: XX/XX/XXXX		PAGE NO. IV
AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 22 Autoflight		
22-1	Item 1: Added (M). Item 2: Modified proviso. Item 3: Deleted (O). Item 4: Deleted (O). Added (M).	
22-2	Item 5: Added to replace CAS message relief for “AFCS FAULT”. Item 6: Added to replace CAS message relief for “FD FAIL” and “Flight Director Fail”.	
22-3	Item 7: Added to replace CAS message relief for Flight Control Channels.	
22-4	Item 7: Relief continued.	
22-5	Item 7: Relief continued. Item 8: Added.	
ATA 23 Communications		
23-1	Item 3: Deleted. Item 4: Added remark.	
23-2	Item 6, A) thru F): Added remarks.	
23-3	Item 8: Updated to align with PL-106 Rev 6.	
23-4	Item 8: Continued. Item 9: Removed. Reordered item titles 9 thru 14. Item 9: Updated remarks.	
23-5	Item 11 B): Modified proviso b). Item 11 D) and E): Added remark.	
23-8	Item 15: Added. Item 16: Added.	

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AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 24 Electrical Power		
24-1	Item 2: Revised remarks.	
ATA 25 Equipment/Furnishings		
25-1	Item 2: Updated to align with PL-79, Rev 9. Item 4: Updated to align with PL-79, Rev 9.	
25-2	Item 5: Updated to align with PL-79, Rev 9.	
25-4	Item 10: Updated to align with PL-132 Rev 0.	
25-7	Item 13: Updated to align with PL-100, Rev 3.	
ATA 27 Flight Controls		
27-1	Item 1: Deleted. Item 2: Deleted. Item 4: Revised proviso.	
27-2	Item 5: Added. Item 6: Added.	
ATA 28 Fuel		
28-1	Item 1: Revised provisos. Item 3: Added to replace CAS message relief for “Low LVL sense fault”.	
ATA 30 Ice and Rain Protection		
30-1	Item 3: Deleted (M). Added (O). Revised proviso. Item 5: Deleted	
ATA 31 Indicating/Recording Systems		
31-3	Item 7: Deleted.	
31-4	Item 8 B): Added additional relief. Item 9 A): Added item. Item 9 B): Added item.	

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AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 31 Indicating/Recording Systems (Cont'd)		
31-4	Item 10: Added.	
ATA 33 Lights		
33-1	Item 3: Removed asterisks and added remarks.	
33-2	Item 7: Removed proviso. Updated number installed. Item 10: Added remark. Item 11: Added remark. Item 12: Added remark.	
ATA 34 Navigation		
34-1	Item 1: Reworded such that this item encompassed the entire ADAHRS - so AFCS is also affected, and not just the PFD.	
34-5 thru 6	Item 3 B): Updated to align with PL-105 Rev 4.	
34-7	Item 5 C): Updated to align with PL-03 Rev 1.	
34-8	Item 6: Added (M). Updated provisos. Item 8: Updated to align with PL-39 Rev 5.	
34-10	Item 11 B): Added to replace GFR CAS messages.	
34-12	Item 13 G): Added remark.	
34-16	Item 15: Added. Item 16: Added.	
ATA 35 Oxygen		
35-1 thru 2	Reordered item numbers and titles. Item 1: Update Category, NO. Installed, NO. Required for Dispatch. Updated remarks. Item 2: Added. Item 3: Deleted Revision 6. Item 4: Added.	

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AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 45 Central Maintenance System		
45-1	Item 1: Updated Item title. Added remark. Item 2: Updated Item title. Revised remark. Added second proviso.	
ATA 46 Information Systems		
46-1	Item 1 A): Deleted (M). Updated proviso. Added Proviso for channel B.	
46-2	Item 1 B): Updated category and proviso. Item 2: Deleted (M). Added (O). Revised remarks. Added proviso.	
46-3	Item 3: Deleted (M). Added (O). Revised remarks. Item 4: Revised remarks.	
46-4	Item 6: Deleted (O). Added (M).	
46-6	Item 7: Updated Title. Added (O). Revised remarks.	
ATA 52 Doors		
52-1	Item 1: Title updated and revised remarks. Item 2: Deleted (M). Revised remarks. Item 3: Deleted (M). Revised remarks. Item 4: Deleted (M). Revised remarks.	
52-2	Item 6: Updated Title. Added (O). Revised remarks.	
ATA 56 Windows		
56-1	Item 1: Deleted (M). Revised remarks.	
ATA 73 Engine Fuel & Control		
73-1	Added section.	
ATA 76 Engine Control		
76-1	Added section.	
ATA 77 Engine Indicating		
77-1	Deleted.	

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AIRCRAFT: PC-12/47E		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
Section Two Crew Alerting System (CAS) Message Relief		
2-1 thru 10	Deleted CAS message relief.	

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AIRCRAFT: PC-12/47E		DEFINITIONS

Refer to the current FAA MMEL Policy Letter (PL)-25, MMEL/MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at <http://drs.faa.gov>.

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AIRCRAFT: PC-12/47E	PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter (PL) 34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter (PL) 36, 14 CFR Part 91 MEL Approval and Preamble. Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: PC-12/47E	GUIDELINES FOR (M) AND (O) PROCEDURES

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

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List (Pilatus Aircraft PC-12) (M) and (O) Procedures, published by the aircraft manufacturer.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: PC-12/47E	LRU COMPONENT RELIEF

SECTION ONE

Deleted, Revision 6

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PAGE NO. 21-1

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Cycle System	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) ACS Emergency Shut Off LEVER is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.	
A)	Fresh Air Ventilation Outlets	C	-	1	Any in excess of one may be inoperative provided the supply of fresh air is acceptable to the flightcrew.	
2.	Cabin Pressurization Control System					
A)	Cabin Pressurization Control Unit (CPCU) Channels (MSN 1001 – 1719, 2001 and up)	B	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, and c) OFV is deactivated in fully OPEN position, and d) Both CPCU channels are deactivated.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cabin Pressurization Control System (Cont'd)					
B)	Electronic Control and Monitoring Unit (ECMU) Channels (MSN 1721 – 1942)	B	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully open position, and d) Both ECMU channels are deactivated.	
C)	Emergency Dump Function	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully OPEN position, and d) Both CPCU/ECMU channels are deactivated.	
D)	Cabin Pressure Outflow Valve (OFV)	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully OPEN position, and d) Both CPCU/ECMU channels are deactivated.	
E)	Cabin Pressure Relief Valve (CPRV)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, and c) CPRV is removed.	

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AIRCRAFT:
PC-12/47E**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
3.	Cabin Altitude Warning System	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully OPEN position, and d) Both CPCU/ECMU channels are deactivated.	
4.	Cabin Differential Pressure Indication (MFD)	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully OPEN position, and d) Both CPCU/ECMU channels are deactivated.	
5.	Cabin Altitude Indication (MFD)	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 ft. MSL, c) OFV is deactivated in fully OPEN position, and d) Both CPCU/ECMU channels are deactivated.	
6.	Temperature Control System (Ground ECS Mode)	D	1	0	May be inoperative.	
7.	Cabin Or Cockpit Temperature Indication (MFD)	C	1	0	May be inoperative.	
8. ***	Vapor Cycle Cooling System (VCCS)	D	1	0	(M) May be inoperative provided the VCCS is deactivated.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Auxiliary Heating System (Cabin and Underfloor)	C	2	0	(M)(O) Auxiliary Cabin and Underfloor Heating may be inoperative provided: a) Auxiliary Cabin and Underfloor Heating Systems are deactivated, and b) Flight is conducted at IOAT's above -15 °C.	
		C	2	1	(M) Auxiliary Cabin Heating may be inoperative provided: a) It is deactivated, and b) Underfloor Heating System is operative.	
10. ***	Auxiliary Electric Battery Heater System	C	1	0	May be inoperative.	
11. ***	Auxiliary Electric Engine Heater System	C	1	0	May be inoperative.	
12. ***	Electric Foot Warmer System	C	1	0	May be inoperative.	
13.	ECS Ground Mode Function	D	1	0	May be inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is deactivated, b) AFM limitations are observed, c) Operations do not depend on its use, and d) Flight is conducted under VFR for single pilot operations. NOTE: Yaw damper will be inoperative after autopilot deactivation.	
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Operative one is on the pilot flying side, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is considered inoperative (refer to item 22-1).	
3.	Yaw Damper	C	1	0	May be inoperative provided autopilot is not used. NOTE: (For MSN 545, 1001 - 1719, 1721 - 1942) above FL 200 the aircraft must be flown only in balanced flight (slip ball centered +/-1 ball). For MSN 1720, 2001 and up, above FL 155 the aircraft must be flown only in balanced flight (slip-skid indicator +/-1 trapezoid) and above 140 KIAS (if practical). Use of the Prop Low Speed function (if installed) with flaps retracted configuration is not permitted.	
4. ***	Auto-Throttle	C	1	0	(M) May be inoperative provided the system is deactivated.	

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AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
5.	Automatic flight control system (AFCS) (Includes Autopilot (AP), Yaw Damper (YD), Tactile Feedback (TF), and Auto-Throttle (AT))	C	1	0	(M)(O) May be inoperative provided: a) AFCS is deactivated, b) AFM limitations are observed, c) Operations do not depend upon its use, and d) Flight is conducted under VFR for single pilot operations. NOTE: For MSN 545, 1001 - 1719, 1721 - 1942) above FL 200 the aircraft must be flown only in balanced flight (slip ball centered +/-1 ball). For MSN 1720, 2001 and up, above FL 155 the aircraft must be flown only in balanced flight (slip-skid indicator +/-1 trapezoid) and above 140 KIAS (if practical). Use of the Prop Low Speed function (if installed) with flaps retracted configuration is not permitted.	
6.	Flight Director	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is deactivated, b) Flight is conducted under VFR for single pilot operations, c) AFM limitations are observed, d) Operations do not depend upon flight director or autopilot use. NOTE: Yaw damper will be inoperative after autopilot deactivation.	

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AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Flight Controller					
A)	Channels	C	2	1	(M)(O) Channel A may be inoperative provided: a) It is deactivated, and b) Flight is conducted under VFR for single pilot operations.	
		C	2	1	(M)(O) Channel B may be inoperative provided it is deactivated.	
		C	2	0	(M)(O) May be inoperative provided: a) Both channels are deactivated, b) Flight is conducted under VFR for single pilot operations, c) Alternate procedures are established and used for dual pilot operations, d) AFM limitations are observed, and e) Operations do not depend upon Flight Controller use.	
					NOTE: For MSN 545, 1001 – 1719, 1721 – 1942: above FL 200 the aircraft must be flown only in balanced flight (slip ball centered +/- ball). For MSN 1720, 2001 and up: above FL 155 the aircraft must be flown only in balanced flight (slip skid indicator +/- trapezoid) and above 140 KIAS (if practical). Use of the Prop Low Speed function (if installed) with flaps retracted configurations is not permitted.	
(Continued)						

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Flight Controller (Cont'd)					
B)	AP Button	C	1	0	May be in operative provided Autopilot is considered inoperative (refer to item 22-1).	
C)	YD Button	C	1	0	May be inoperative provided autopilot is not used.	
					NOTE: (For MSN 545, 1001 - 1719, 1721 - 1942) above FL 200 the aircraft must be flown only in balanced flight (slip ball centered +/-1 ball). For MSN 1720, 2001 and up, above FL 155 the aircraft must be flown only in balanced flight (slip-skid indicator +/-1 trapezoid) and above 140 KIAS (if practical). Use of the Prop Low Speed function (if installed) with flaps retracted configuration is not permitted.	
D)	FD Button	C	1	0	(O) May be inoperative provided: a) Flight is conducted under VFR for single pilot operations, b) AFM limitations are observed, and c) Operations do not depend upon flight director or autopilot use.	
E)	AT Button	C	1	0	May be inoperative provided Auto-throttle is considered inoperative (refer to item 22-4).	
					(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Flight Controller (Cont'd)					
F)	L/R Button	C	1	0	May be inoperative provided associated green arrow indication points to pilot flying side.	
G)	MINIMUMS Knob/ PUSH RA/BARO Button	C	1	0	(O) May be inoperative provided: a) Flight is conducted under VFR for single pilot operations, and b) Alternate procedures are established and used for dual pilot operations.	
H)	Indication Light	C	-	0	May be inoperative.	
8.	Touch Control Steering (TCS) Switch	C	2	1	May be inoperative in open (inactive) position on pilot not flying side.	
		C	2	0	May be inoperative provided: a) Flight director and autopilot are not used, b) Flight is conducted under VFR for single pilot operations, c) AFM limitations are observed, d) Operations do not depend upon Flight Director or Autopilot use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.	
A)	MMDR (Communication)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
2.	Cockpit Speakers	C	2	-	May be inoperative provided: a) One headset is operative and used by each flight crewmember, and b) A spare operative headset is readily available in the flightcrew compartment.	
3.	Audio Amplifiers				Deleted, Revision 6.	
A)	Normal System				Deleted, Revision 6.	
B)	Emergency System				Deleted, Revision 6.	
4.	Voice Activated Interphone System	C	1	0	May be inoperative.	
5.	Control Yoke Press to Talk Switches	C	2	0	May be inoperative provided Hand Mic on affected side is operative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
6.	Static Wicks	C	-	0	May be inoperative provided no communication equipment is required for the flight.	
					Following applies if communications are required for the flight.	
A)	Left Winglet	C	2	1	One may be inoperative or missing.	
B)	Right Winglet	C	2	1	One may be inoperative or missing.	
C)	Rudder	C	3	1	One may be inoperative or missing.	
D)	Stinger				Deleted Revision 6.	
E)	Left Elevator	C	2	1	One may be inoperative or missing.	
F)	Right Elevator	C	2	1	One may be inoperative or missing.	
7.	Passenger Address System (PA)					
A)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
(Continued)						

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
7.	Passenger Address System (PA) (Cont'd)					
B)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
8.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided: a) SATVOICE or CPDLC system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight and to all required alternates, c) Enroute procedures do not require its use, and d) Alternate procedures are established and used.	
(Continued)						

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
8.	High Frequency (HF) Communication System (Cont'd)	C	-	0	(O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided: a) SATVOICE and/or SATCOM CPDLC system operates normally, b) SATVOICE or CPDLC services are available as a LRCS over the intended route of flight and to all required alternates, c) Enroute procedures do not require its use, d) Alternate procedures are established and used, and e) SATVOICE/SATCOM CPDLC uses two independent FAA-accepted service providers.	
9.	Oxygen Mask Microphones	C	2	1	May be inoperative on right side for operations not requiring a second in command.	
10. ***	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
A)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11.	Emergency Locator Transmitter (ELT)					
A) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
B) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
C) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
D) ***	ELT Indicator Light	D	-	0	May be inoperative.	
E) ***	ELT Aural Alarm	D	-	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
A)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
B)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
D)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
A)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
B)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
D)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
14. ***	Datalink	D	1	0	May be inoperative provided that procedures do not require its use.	

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------------------------	--

23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
15. ***	SATCOM System	D	1	0	May be inoperative provided that procedures do not require its use.	
16.	Audio Control Panel	D	-	-	For single pilot operations, Co-Pilot Audio Control Panel may be inoperative.	

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Emergency Power System (EPS)	C	1	0	May be inoperative except for 14 CFR part 135 IFR passenger carrying operations.	
2.	Generator	C	2	1	Generator 1 may be inoperative provided: a) Flight is conducted VFR, b) Flight is not conducted in known or forecast icing conditions, c) Operations do not require its use, and d) Flight is conducted above -15 °C IOAT.	
3.	External Power System	D	1	0	May be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided Seat is not occupied.	
2.	Passenger Seat(s) (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
3.	Positioning controls for Taxi, Takeoff and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
4.	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5.	Armrests					
A)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
B)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
6.	Seat Belt/Air Bag Restraint Systems					
A)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
B)	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
7. ***	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8.	Flotation Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
9.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
A) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10.	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
					NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
A)	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
11.	Pilot Seat(s)					
A)	Vertical Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
B)	Fore and Aft Adjustment	C	2	0	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
					NOTE: Rudder Pedal Adjustment must be operative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet CLOSED, b) Affected Bin compartment or closet is prominently placarded "DO NOT USE", c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no Partitions are installed, the entire Overhead Storage Compartment is considered one bin and inoperative.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected Bin or Compartment is not used for storage of any items, except those permanently affixed, d) Associated Bin or Compartment is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and f) Passengers are briefed that associated Bin or Compartment is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
A) ***	Storage Compartment Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) Cargo Compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	
14.	Cockpit Sun Visors	C	-	-	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
15.	"Fasten Seat Belt While Seated" Sign or Placards	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.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
16.	Cockpit Smoke Vision System	D	-	0	May be inoperative or missing.	
17.	Portable Flashlights/Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D			Any in excess of those required for the intended flight may be inoperative or missing.	
A) ***	Tamper Seals or Tags	C			(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
A) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indication (MFD)				Deleted, Revision 6.	
2.	Triple Trim Indication (MFD)				Deleted, Revision 6. (Included in items 23-4 thru 6).	
3.	Aileron Trim	C	1	-	(M)(O) May be inoperative provided: a) Aileron trim tab is set to NEUTRAL, and b) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.	
4.	Stabilizer Trim Position Indication	C	1	0	(O) May be missing (displayed as amber X) provided: a) Horizontal stabilizer trim is visually checked for full range of travel, b) Horizontal stabilizer trim operation is not restricted, c) Horizontal stabilizer trim is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure, and d) Autopilot is not used.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
5.	Aileron Trim Position Indication	C	1	0	(O) May be missing (displayed as amber X) provided: a) Trim tab is visually checked for full range of travel, b) Trim tab operation is not restricted, and c) Trim tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.	
6.	Rudder Trim Position Indication	C	1	0	(O) May be missing (displayed as amber X) provided: a) Trim tab is visually checked for full range of travel, b) Trim tab operation is not restricted, c) Trim tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure, and d) Autopilot is not used.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indication (L/R) (Analogue)	B	2	1	(O) One indication (L or R) may be inoperative provided: a) Aileron Trim position indication is operative, b) Aileron Trim is operative, and c) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: FUEL RESET is not possible.	
2.	Fuel Flow/Fuel Used System (Digital)	C	1	0	May be inoperative provided analogue Fuel Quantity Systems operate normally.	
3.	Fuel Low Level Sensing System	C	2	0	May be inoperative provided: a) Both fuel quantity indications are operative, and b) Fuel Flow/Fuel Used System is operative.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Deice System	B	1	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.	
2.	Surface Deice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
3.	Inertial Separator	C	1	0	(O) May be inoperative provided: a) Inertial separator switch is set to the OPEN position, b) Pusher ice mode function is verified operative, and c) AFM limitations for operation with inertial separator OPEN are observed.	
4.	Inertial Separator - Position Indication System	B	1	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.	
5.	Probes Heat				Deleted, Revision 6.	
6.	Pitot and Static Heat	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Flight is not conducted into known or forecast icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
7.	Windshield Heating	B	1	-	(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the Left Hand Windshield is verified to be operative.	
8.	Angle of Attack Sensor Heating	B	2	0	One or both may be inoperative provided: a) Operations are conducted under day VMC, and b) Operations are not conducted in known or forecasted icing conditions.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock With Sweep Second Hand or Electric Digital Clock	C	2	0	May be inoperative for VFR.	
2. ***	Flight Hour Recorder	C	1	0	(O) Operations procedure to log time via alternate means.	
3.	Monitoring Warning System Channels (MWF A&B) (FAS, CAS And AWS)	A	2	1	One may be inoperative provided repairs are made within 2 flight-days.	
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
***	FDR System	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
***	Lightweight Data Recorder LDR (MSN 1001 and Up)	A	1	0	May be inoperative provided: a) CVR operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators 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 3 flight-days. NOTE: LDR is also referred to as CVFDR.	
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR operates normally, and b) Repairs are made within 20 calendar-days.	
	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
					(Continued)	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	FDR INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (Cont'd)					
	FDR INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
***	FDR System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
5.	Flight Data Acquisition, Storage and Transmission System (FAST)	D	1	0	(O) May be inoperative provided: a) Central maintenance system engine trend condition and monitoring system is operative, or b) Alternate procedures to collect the data are established and used for IFR passenger carrying operations.	
6. ***	Quick Access Recorder	D	1	0	May be inoperative provided procedures do not require its use.	
7.	Lightweight Data Recorder				Deleted, Revision 6. (Included in item 31-4).	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
8.	Master WARNING Pushbutton					
A)	Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master WARNING pushbutton may be inoperative.	
		C	4	2	One lamp in each master WARNING pushbutton may be inoperative.	
B)	Reset Function	C	2	1	For single pilot operations, reset function in co-pilot side master WARNING pushbutton may be inoperative in inactive (non-reset) position.	
		C	2	1	May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted.	
9.	Master CAUTION Pushbutton					
A)	Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master CAUTION pushbutton may be inoperative.	
		C	4	2	One lamp in each master CAUTION pushbutton may be inoperative.	
B)	Reset Function	C	2	1	For single pilot operations, reset function in co-pilot side master CAUTION pushbutton may be inoperative in inactive (non-reset) position.	
		C	2	1	May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted.	
10. ***	Electronic Checklist (Includes Yoke Mounted ECL Buttons)	C	1	0	May be inoperative or out of currency provided current revision of approved checklists are available and used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

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

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on an emergency bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciator/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
2.	Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	
3.	Anti-Collision Beacon Light System	C	1	0	May be inoperative provided the Anti-Collision Strobe system is operative.	
4.	Landing Lights	C	2	0	May be inoperative for other than night operations.	
		C	2	1	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.	
		C	2	0	May be inoperative for night operations provided Recognition Lights are installed and operative and provided the Taxi Light is operative.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Position Lights	C	1	0	May be inoperative provided system is not required by 14 CFR.	
6.	Taxi Light	C	1	0	May be inoperative for other than night operations.	
		C	1	0	May be inoperative for night operations provided at least one Landing Light is operative.	
7.	Wing Icing Detection Lights	C	1	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 their use.	
8. ***	Passenger Lighted Information Sign	C	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.	
9.	Cockpit Dome Lighting	C	2	-	One may be inoperative for night operations and both may be inoperative for other than night operations.	
10. ***	Recognition Light (Pulsing)	D	-	0	May be inoperative.	
11. ***	Logo Lights	D	-	0	May be inoperative.	
12.	Anti-Collision Strobe System	B	2	1	May be inoperative provided the Anti-Collision Beacon light system is operative.	

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--------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Data and Attitude Heading Reference System (ADAHRS)					
A)	Attitude Heading Reference System (AHRS) Channels	B	2	1	Channel A may be inoperative for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR, c) ESIS is operative, d) ADC channel B - Altitude and Airspeed is operative, and e) AFCS is considered inoperative (refer to item 22-5).	
		B	2	1	Channel B may be inoperative for single pilot operations provided: a) ADAHRS channel A is selected as source for co-pilot PFD, b) Flight is conducted under VFR, c) ESIS is operative, d) ADC channel A - Altitude and Airspeed is operative, and e) AFCS is considered inoperative (refer to item 22-5).	
(Continued)						

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Data and Attitude Heading Reference System (ADAHRS) (Cont'd)					
B)	Air Data Computer (ADC) Channels – Altitude and Airspeed					
	(MSN 1001 – 1719, 1721 – 1942)	B	2	1	Channel A may be inoperative for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, e) ESIS is operative, f) AHRS channel B is operative, and g) AFCS is considered inoperative (refer to item 22-5).	
	(MSN 1001 – 1719, 1721 – 1942)	B	2	1	Channel B may be inoperative for single pilot operations provided: a) ADAHRS channel A is selected as source for co-pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) Aircraft is not operated in RVSM airspace, d) VNAV function of the FMS is not used, e) ESIS is operative, f) AHRS channel A is operative, and g) AFCS is considered inoperative (refer to item 22-5).	
(Continued)						

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Data and Attitude Heading Reference System (ADAHRS) (Cont'd)					
C)	Air Data Computer (ADC) Channels – Air Temperature					
	(MSN 1001 – 1719, 1721 – 1942)	B	2	1	Channel B may be inoperative for single pilot operations provided: a) ADAHRS channel B is selected as source for pilot PFD, b) Flight is conducted under VFR in sight of the surface, c) VNAV function of the FMS is not used, d) ESIS is operative, e) AHRS channel A is operative, f) AFCS is considered inoperative (refer to item 22-5).	
	(MSN 1001 – 1719, 1721 – 1942)	C	2	1	Channel A may be inoperative provided: a) Single pilot operations are not conducted, and b) Operations are not conducted in known or forecasted icing conditions.	
	(MSN 1001 – 1719, 1721 – 1942)	C	2	1	Channel A may be inoperative provided: a) Operations are conducted under VFR, b) Operations are not conducted in known or forecasted icing conditions, and c) Weather reports indicate that at any point of the route that is intended to be flown, the OAT is within the airplane's temperature limitations.	
	(MSN 1001 – 1719, 1721 – 1942)	C	2	1	May be inoperative provided operations are not conducted in known or forecasted icing conditions.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
2.	Electronic Standby Instrument System (ESIS)	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
3.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
A)	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.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3.	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)					
B)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
(Continued)						

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3.	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)					
B)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B function that operates normally may be used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
4.	ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route may be inoperative. NOTE: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability.	
		C	-	0	May be inoperative provided permission is obtained from the ATC authority having jurisdiction over the planned route of flight. NOTE 1: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability. NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace. Refer to flight into RVSM airspace.	
5.	Navigation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A)	GPS	C	1	-	Any in excess of those required by 14 CFR may be inoperative.	
B)	MMDR (VOR/ILS, ADF)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
C)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
D)	Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6.	Radar Altimeter	C	1	0	(M) May be inoperative provided: a) It is deactivated, b) Approach minima or operating procedures are not dependent on its use, c) Terrain Awareness Warning Systems (TAWS) is considered inoperative (refer to item 34-14), d) Traffic Alert and Collision Avoidance System is considered inoperative (refer to item 34-13), and e) Both ADC channels – Altitude and Airspeed are operative.	
7.	Altitude Pre-Select	C	1	0	May be inoperative provided Altitude Alerting System is considered inoperative.	
8.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations (i.e., RVSM) do not require its use.	
9.	Standby Magnetic Direction Indication	B	-	0	May be inoperative provided that both PFD Heading Sources/Channels and indication are operative.	
		C	-	0	May be inoperative provided: a) Both PFD heading sources/channels and indication are operative, and b) Electronic Standby Indicator System is installed and operative.	

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--------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	Stabilized Direction Indication	C	-	0	Any in excess of one may be inoperative for single pilot operations provided: a) A Stabilized Direction Indication is operative on the pilot flying side, and b) Magnetic/Standby Compass is operative.	
		B	-	1	Any in excess of one may be inoperative for provided: a) Operations are conducted under day VFR, b) Stabilized Direction Indication is displayed at each required pilot's station, and c) Magnetic/Standby Compass is operative.	

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--------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Management System (FMS)	B	-	0	(O) May be inoperative provided: a) Enroute navigation does not require its use, b) Procedures do not require its use, and c) Operational regulations do not require its use.	
A)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days.	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
B)	Graphical Flight Planning	C	-	0	May be displayed provided: a) Enroute navigation does not require its use, and b) Procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
13.	Traffic Alert and Collision Avoidance System					
A)	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
B)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
C)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Traffic Alert and Collision Avoidance System (Cont'd)					
D)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
E)	Traffic Alert Display System(s)	C	-	0	O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
F)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
G)	Airspace Selection Function	C	-	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Terrain Awareness and Warning System (TAWS)					
A)	Class A TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
A)	Class A TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
(Continued)						

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c) ***	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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AIRCRAFT:
PC-12/47E**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required (Cont'd)					
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
C)	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any Mode that operates normally may be used.	
15. ***	(S)XM Data Receiver	D	1	0	May be inoperative provided procedures do not require its use.	
16	Synthetic Vision System	C	1	0	(O) May be inoperative provided it is selected off.	

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PAGE NO. 35-1

DATE: XX/XX/XXXX

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 ft. MSL.	
		D	1	0	May be inoperative provided no cabin occupants are carried.	
2.	Passenger Service Units	C	-	-	(O) Individual masks or dispensers may be inoperative or missing provided the associated seat is unoccupied and placarded "DO NOT OCCUPY".	
		C	-	-	(O) Not required by 14 CFR.	
3.	External Oxygen Pressure Gauge				Deleted, Revision 6. (Moved to 35-4 b).	
4.	Flight Crew Fixed Oxygen System					
A)	Flight Deck Pressure Indicator	C	1	0	(O) May be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum required for the intended flight.	
B)	Oxygen Bottle Gauge	C	1	0	May be inoperative provided the flight deck pressure indication is operative.	
C)	Flight Crew Oxygen Mask (Right Side)	D	1	0	May be inoperative provided the right pilot seat is not occupied.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
5.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
A) ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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DATE: 12/27/2022

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. NOTE: Any portion of the System which operates normally may be used.	
		C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated Components are deactivated or isolated to prevent leaks, b) The pilot in command will determine if flight duration is acceptable with a Lavatory unusable, and c) Associated Lavatory Door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Aircraft Diagnostic and Maintenance System (ADMS) (Including Central Maintenance Computer (CMC))	D	1	0	May be inoperative.	
2.	Aircraft Condition Monitoring System (ACMS) (including Engine Trend Condition and Monitoring System)	D	1	0	(O) May be inoperative for IFR passenger carrying operations provided alternate procedures to collect the engine trend data are established and used.	
		D	1	0	May be inoperative provided engine trend recording is not required.	

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AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------------	--

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Modular Avionics Unit (MAU)					
A)	Actuator Input/Output Processor (AIOP) Module Channels	B	2	1	(O) AIOP module channel A may be inoperative provided: a) Autopilot is considered inoperative (refer to item 22-1), b) Yaw damper is considered inoperative (refer to item 22-3), c) Autothrottle is considered inoperative (refer to item 22-4), d) Associated flight management system (FMS) is considered inoperative (refer to item 34-11), e) Flight director is not part of the equipment required for intended operation, f) Flight is conducted unpressurized, and g) Flight is conducted in day VFR.	
		B	2	1	(O) AIOP module channel B may be inoperative provided: a) Autopilot is considered inoperative (refer to item 22-1), b) Yaw damper is considered inoperative (refer to item 22-3), c) Autothrottle is considered inoperative (refer to item 22-4), d) Associated flight management system (FMS) is considered inoperative (refer to item 34-11), e) Flight director is not part of the equipment required for intended operation, f) Flight is conducted unpressurized, and g) Flight is conducted in day VFR, and h) Electronic checklist is considered inoperative (refer to item 31-10).	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Modular Avionics Unit (MAU) (Cont'd)					
B)	Advanced Graphics Module (AGM) Channels	B	2	1	One may be inoperative provided: a) Reversionary modes are operative, b) ESIS is operative, c) Standby Compass is operative, d) Flight is conducted unpressurized, e) Aircraft is operated at or below 10,000 ft. MSL, and f) Flight is conducted in VFR.	
2. ***	Display Units (4 Display Configuration)	B	4	2	(O) Two displays may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) Display Reversionary modes are operative, c) ESIS is operative, d) Standby Compass is operative, and e) Operation does not require second in command.	
		B	4	3	(O) One MFD may be inoperative provided: a) Display Reversionary modes are operative, b) ESIS is operative, and c) Standby Compass is operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
3.	Display Units (3 Display Configuration)	B	3	2	(O) One display may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) Display Reversionary modes are operative, c) ESIS is operative, and d) Standby Compass is operative.	
4.	Multifunction Controller (MFC)	A	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, b) Repairs are made within 1 flight-day, and c) Weather radar is not required for the intended flight.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, c) Operations do not require its use, and d) Weather radar is not required for the intended flight.	
A)	MFC Shortcut Control Keys (Two Top Push Button Rows)	D	12	0	May be inoperative.	
B)	MFC Secure Digital Data Card Slot	C	1	0	May be inoperative provided navigation database requires no update.	
C)	MFC Joystick	B	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Procedures do not require FMS use.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
D)	MFC Detail and Enter Keys (Next to Joystick)	D	-	0		
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
E)	MFC Arrow Keys	A	4	0	May be inoperative provided MFC Joystick is operative and repairs are made within 2 flight-days.	
		C	4	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
F)	MFC Page and MFD Keys (Alphanumeric Keyboard)	A	-	0	May be inoperative provided repairs are made within 2 flight-days.	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
4.	Multifunction Controller (MFC) (Cont'd)					
G)	MFC Alphanumeric Keys	A	46	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made with 2 flight-days.	
		C	46	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
H)	MFC Weather Radar Control	C	1	0	As required by 14 CFR (Reference 34-12).	
		C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
5.	Cursor Control Device (CCD)					
	(MSN 545, 1001 - 1719, 1721 - 1942) ***	C	-	0	May be inoperative provided Multifunction Controller is operative.	
	(MSN 1720, 2001 and Up)	C	1	0	May be inoperative provided Touch Screen Controller (TSC) is operative.	
6. ***	Wireless Data Loading/Downloading System	D	1	0	(M) May be inoperative provided the system is deactivated.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
7.	Touch Screen Controller (Includes Integral Cooling Fans)	C	1	0	(O) May be inoperative provided: a) Cursor Control Device (CCD) is operative, b) Display Reversionary modes are operative, c) Both MFDs are operative, d) Operations do not require its use, and e) Weather radar is not required for the intended flight.	
8.	TSC MFD Swap and Event Shortcut Keys	D	2	0	May be inoperative.	
9. ***	TSC Datalink Shortcut Key	D	1	0	May be inoperative providing procedures do not require its use.	
10.	TSC – DU Scroll Bezel	C	2	0	May be inoperative provided Cursor Control Device (CCD) is operative.	
11. ***	Electronic Flight Bag (EFB) Systems					
A) ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
B) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
C) ***	Power Supply/ Power Connection	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, M symbol and this NOTE should not appear in the MMEL.	
		D	-	0	May be inoperative provided procedures do not require its use.	
D) ***	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cargo Door Opening Mechanism (Gas Strut)	C	1	0	May be inoperative provided the cargo door remains closed, latched and locked.	
2.	Cabin Door Seal	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Aircraft is operated at or below 10,000 ft. MSL.	
3.	Cargo Door Seal	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Aircraft is operated at or below 10,000 ft. MSL.	
4.	Emergency Exit Seal	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Aircraft is operated at or below 10,000 ft. MSL.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
5.	Door Key Locks	D	2	0	(M) May be inoperative provided Lock is in the UNLOCKED position secured.	
6.	Cargo Door Lowering Mechanism (Electric Motor)	C	1	0	(M)(O) May be inoperative: a) It is electrically deactivated, and b) It does not interfere with correct closing of the cargo door.	
7.	CAS Warning Annunciations					
A)	Passenger Door	C	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) The locking pin at the handle is verified to be engaged by ground crew.	
B)	Pax + Cargo Door	C	2	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the doors are latched prior to each departure, and b) The pax door locking pin at the handle is verified to be engaged by ground crew.	
C)	Cargo Door	C	1	0	(O) May be inoperative provided a flight crewmember confirms by visual inspection that the door is latched prior to each departure.	

AIRCRAFT: PC-12/47E	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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56. Windows						
Sequence No.	Item	1	2	3	4	Change Bar
1.	DV-Window Seal	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Aircraft is operated at or below 10,000 ft. MSL.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel & Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine FADEC system					
A)	System Faults	A	-	-	May be dispatched with system faults provided repairs are made within 600 flight hours or at the next engine maintenance activity, whichever occurs first.	
2.	Fuel Filter	A	1	-	May be partially contaminated provided: a) Delta pressure across the fuel filter does not exceed 16.5 psid, and b) Repairs are made within 150 flight hours. NOTE: Caution CAS messages "Fuel IMP Bypass" and "Fuel Filter Blocked" must not be displayed.	
3.	Fuel Temperature Indicating System (MSN 1720, 2001 and Up)	C	1	0	(O) May be inoperative provided: a) Fuel anti-icing additive is used, or outside air temperature on ground and in flight is greater than 0 °C, b) Caution CAS message "Fuel TEMP" is not displayed, and c) Alternate emergency procedures are established and used.	

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76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Prop Low Speed Switch (MSN 1720, 2001 and Up)	D	1	0	May be inoperative in the off position.	
2. ***	Feather Inhibit Switch (MSN 1720, 2001 and Up)	D	1	0	May be inoperative.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST				
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AIRCRAFT: PC-12/47E		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
77. Engine Indicating						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Trend Condition and Monitoring System				Deleted, Revision 6 (included in item 45-2, Revision 6).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Oil Level Annunciator (Dip-Stick)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT: PC-12/47E	CAS MESSAGE RELIEF

SECTION TWO

Deleted, Revision 6.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ACMF Logs Full (Advisory)		Deleted, Revision 6. Relief moved to ATA 45-2, (ACMS), Revision 6.	
ACMF Logs>80% Full (Advisory)		Deleted, Revision 6. Relief moved to ATA 45-2, (ACMS), Revision 6.	
ADC A Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-1B, (Air Data Computer (ADC) Channels – Altitude and Airspeed), Revision 6.	
ADC B Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-1B, (Air Data Computer (ADC) Channels – Altitude and Airspeed), Revision 6.	
		(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADC B Fail (Caution) (Cont'd)			
ADS-B In Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-3B, (ADS-B In), Revision 6.	
AFCS Fault (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-5, (AFCS), Revision 6.	
AGM 1 Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-1B, (AGM Channels), Revision 6.	
AGM 2 Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-1B, (AGM Channels), Revision 6.	
AGM1 DB Error (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM1 DB Old (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM1+2 DB Error (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM1+2 DB Old (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM1/FMS1 GFP Inop (Status)		Deleted, Revision 6. Relief moved to ATA 34-11B, (Graphical Flight Planning), Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AGM1/FMS1+2 GFP Inop (***) (Status)		Deleted, Revision 6. Relief moved to ATA 34-11B, (Graphical Flight Planning), Revision 6.	
AGM1/FMS2 GFP Inop (***) (Status)		Deleted, Revision 6. Relief moved to ATA 34-11B, (Graphical Flight Planning), Revision 6.	
AGM2 DB Error (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM2 DB Old (Status)		Deleted, Revision 6. Relief moved to ATA 34-11A, (Navigation Databases), Revision 6.	
AGM2/FMS1 GFP Inop (Status)		Deleted, Revision 6. Relief moved to ATA 34-11B, (Graphical Flight Planning), Revision 6.	
AGM2/FMS1+2 GFP Inop (***) (Status)		Deleted, Revision 6. Relief moved to ATA 34-11B, (Graphical Flight Planning), Revision 6.	
AHRS A Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-1A, (AHRS Channels), Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AHRS B Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-1A, (AHRS Channels), Revision 6.	
AIOP A Module Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-1A, (AIOP Module Channels), Revision 6.	
AIOP B Module Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-1A, (AIOP Module Channels), Revision 6.	
AP Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-1, (Autopilot System), Revision 6.	
AT Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-4, (Auto-throttle), Revision 6.	
ATC Datalink Fail (***) (Caution)		Deleted, Revision 6. Relief moved to ATA 23-14, (Datalink), Revision 6.	
Aural Warning Fault (Advisory)		Deleted, Revision 6. Relief moved to ATA 31-3, (Monitor Warning System Channels), Revision 6.	
Autopilot Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-1, (Autopilot System), Revision 6.	
Cargo Door		Deleted, Revision 6. Relief moved to ATA 52-7, (CAS Warning Annunciations), Revision 6.	
CIO 1 Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 23-14, (Datalink) and ATA 34-3B, (ADS-B In), Revision 6.	
CPCS Fault (Caution)		Deleted, Revision 6. Relief moved to ATA 21-2A/B/D, (CPCU, ECMU, and OFV), Revision 6.	
CPCS Fault (Status)		Deleted, Revision 6. Relief moved to ATA 21-2A, (CPCU Channels), Revision 6.	
Check DU 2 (Caution)		Deleted, Revision 6. Relief moved to ATA 46-2 and 46-3, (Display Units), Revision 6.	
Check DU 3 (Caution)		Deleted, Revision 6. Relief moved to ATA 46-2 and 46-3, (Display Units), Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Check DU 4 (***) (Caution)		Deleted, Revision 6. Relief moved to ATA 46-2, (Display Units), Revision 6.	
DME 1 Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-5C, (DME), Revision 6.	
EPECS TLD (Status)		Deleted, Revision 6. Relief moved to ATA 73-1A, (System Faults), Revision 6.	
Engine Log Full (Advisory)		Deleted, Revision 6. Relief moved to ATA 45-2, (ACMS), Revision 6.	
Engine Log>80% Full (Advisory)		Deleted, Revision 6. Relief moved to ATA 45-2, (ACMS), Revision 6.	
EPECS TLD (Advisory)		Deleted, Revision 6.	
FCMU Fault (Status)		Deleted, Revision 6.	
FD Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-6, (Flight Director), Revision 6.	
FLT CTRL Ch B Fail		Deleted, Revision 6. Relief moved to ATA 22-7A, (Channels), Revision 6.	
FMS Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-11, (FMS), Revision 6.	
FMS1 Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-11, (FMS), Revision 6.	
FMS1+2 Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-11, (FMS), Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
FMS2 Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-11, (FMS), Revision 6.	
Flight Director Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-6, (Flight Director), Revision 6.	
Fuel Filter Replace (Status)		Deleted, Revision 6. Relief moved to ATA 73-2, (Fuel Filter), Revision 6.	
GPS 1 Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-5A, (GPS), Revision 6.	
GPS 2 Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-5A, (GPS), Revision 6.	
Generator 1 Off (Caution)		Deleted, Revision 6. Relief moved to ATA 24-2, (Generator), Revision 6.	
LH OAT Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-1C, (Air Data Computer (ADC) Channels – Air Temperature), Revision 6.	
Low Lvl Sense Fault (Status)		Deleted, Revision 6. Relief moved to ATA 28-3, (Fuel Low Level Sensing System), Revision 6.	
MF CTRL Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-4, (MFC), Revision 6.	
MMDR 2 Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 23-1A (MMDR), 23-14 (Data Link) and 34-5B (MMDR (VOR/ILS, ADF)), Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Maint Memory Full (Status)		Deleted, Revision 6. Relief moved to ATA 45-1, (ADMS), Revision 6.	
Maintenance Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 45-1, (ADMS), Revision 6.	
No Engine Trend Store (Status)		Deleted, Revision 6. Relief moved to ATA 45-2, (ACMS), Revision 6.	
Passenger Door		Deleted, Revision 6. Relief moved to ATA 52-7A, (Passenger Door), Revision 6.	
Pax + Cargo Door		Deleted, Revision 6. Relief moved to ATA 52-7B, (Pax + Cargo Door), Revision 6.	
PROC 1 Fail (TAWS Class A Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 23-14, (Datalink), ATA-34-14A (Class A TAWS), Revision 6.	
PROC 1 Fail (TAWS Class B Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 23-14, (Datalink), ATA-34-14B (Class B TAWS), Revision 6.	
RA 1 Fail (Caution)		Deleted, Revision 6. Relief moved to ATA 34-6 (Radar Altimeter), Revision 6.	
RAAS Fail (***) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-14A) 4) and B) 4) (Runway Awareness & Advisory System), Revision 6.	
RH OAT Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-1C, (Air Data Computer (ADC) Channels – Air Temperature), Revision 6.	
TAWS Fail (***) (TAWS Class A Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-14A (Class A TAWS), Revision 6.	
TAWS Fail (***) (TAWS Class B Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-14B (Class B TAWS), Revision 6.	
TCAS Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-13 (TCAS), Revision 6.	
TF Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-5 (AFCS), Revision 6.	
TSC Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-7 (Touch Screen Controller), Revision 6.	
TSC Fan Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 46-7 (Touch Screen Controller), Revision 6.	

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1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Terrain Fail (TAWS Class A Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-14A (Class A TAWS), Revision 6.	
Terrain Fail (TAWS Class B Installed) (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-14B (Class B TAWS), Revision 6.	
Traffic Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 34-13 (TCAS), Revision 6.	
XPDR 1 Fail (***) (Caution)		Deleted, Revision 6. Relief moved to ATA 34-3 and 34-4 (ATC Transponders and Automatic Altitude Reporting Systems), Revision 6.	
XPDR 2 Fail (***) (Caution)		Deleted, Revision 6. Relief moved to ATA 34-3 and 34-4 (ATC Transponders and Automatic Altitude Reporting Systems), Revision 6.	
XPDR Fail (***) (Caution)		Deleted, Revision 6. Relief moved to ATA 34-3 and 34-4 (ATC Transponders and Automatic Altitude Reporting Systems), Revision 6.	
YD Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-3 (Yaw Damper), Revision 6.	
Yaw Damper Fail (Advisory)		Deleted, Revision 6. Relief moved to ATA 22-3 (Yaw Damper), Revision 6.	