

Martinaire Aviation
Minimum Equipment List
Cessna 208, 208B Series

MT9A828W

Martinaire Revision
12

FAA MMEL Revision
12

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02/10/2021

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FOR TRAINING PURPOSES ONLY

TRAINING PURPOSES ONLY - NOT FOR OPERATIONS

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Definitions:

Reproduced from FAA MMEL Policy Letter (PL) 25, Rev 21GC, Dated May 15, 2015

1. **Removed in PL-25 Rev 21GC**

2. **Administrative Control Item (ACI)**. An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.

3. **ATA System Page**. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

A. **Item**. This column depicts the equipment, system, component, or function listed in the "Item" column.

B. **Repair Category**. See definition #24.

C. **Number Installed**. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.

D. **Number Required for Dispatch**. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

E. **Remarks or Exceptions**. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

F. **Provisos**. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

G. **Notes**. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

H. **Vertical Bar (change bar)**. A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.

4. **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
5. **As Required by 14 CFR.** When the MMEL states, “As Required by 14 CFR,” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term “14 CFR” has replaced “FAR” as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym “FAR”; therefore, this acronym is acceptable and retained in PL-25 and this definition.
6. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
7. **Considered Inoperative.** The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
8. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
9. **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. **Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
11. **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
12. **Deleted.** “Deleted” in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
13. **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
14. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
15. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.

16. **Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
17. **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
18. **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
19. **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
20. **Is Not Used.** The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
21. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.
22. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
23. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
24. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135 and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

- a **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
 - b **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
 - c **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
 - d **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
25. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
26. **Triple Asterisk (***)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
27. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
28. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
29. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
30. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
31. **(O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
32. **Electronic Fault Alerting System.** New generation aircraft display system fault indications to the flight

crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

FOR TRAINING PURPOSES ONLY

Preamble

(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Certified Federal Regulations (14 CFR) Parts 121, 125, 129, 135: The 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which taken into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained. The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained.

When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

Martinaire Minimum Equipment List Program Management

The procedures for the management of the MEL program can be found in the Martinaire Air Carrier# MT9A828W General Operations Manual (GOM) Section I "Use of Minimum Equipment List"

Operational (O) and Maintenance (M) Procedures Detailed Explanation

In the Federal Aviation Administration Master Minimum Equipment List (MMEL) for the 208 Series Aircraft, many of the items in each ATA chapter have requirements for a procedure to be carried out either by the flight crew or the maintenance personnel. These procedures are left up to the operator to develop if the manufacture has not addressed these procedures in a published document for their aircraft types. Fortunately for the 208 Series aircraft, Textron (Cessna) has published such a procedures manual. Martinaire has incorporated these procedures into our MEL manual.

These procedures are spelled out on each MEL item that requires them. The indicator that there is a procedure for the flight crew will be an O in parentheses (O). The indicator for a procedure that must be performed by maintenance personnel will be a M in parentheses (M).

Needless to say, if there is a maintenance procedure (M) required on any MEL item, the pilot cannot sign off (defer) the item in the logbook and must be performed by a Maintenance Technician.

If there is an Operational Procedure (O) and no (M), or no procedure listed at all, the Pilot in Command may perform the deferral in the logbook without the assistance from a Maintenance Technician.

(O) Operational Procedures

These procedures, when called for, are found on the Items deferral page in the section titled "Operational Procedures". These procedures will inform the pilot what their requirement(s) entail.

An example of an (O) procedure for the autopilot:

1. Flight planning must consider Enroute approach operations (including weather) without the use of the autopilot.
2. Must use manual trim.

Another example for an (O) procedure is for the Trim Tab Position Indicators (Aileron, Rudder, & Elevator):

1. Prior to each flight, a crew member will lock all controls and verify that the affected trim tab(s) are in the NEUTRAL position.
2. Tab is positioned and visually verified to neutral prior to each departure.

As mentioned earlier, if there is no (M) Procedure then the Pilot in command may defer the item in the aircraft logbook. Although there are no (O) procedures that explain the Pilots duties and responsibilities concerning the signoff process on any of the MEL item pages, we have listed those here for reference.

1. Obtain a MEL Control number from Martinaire Flight Operations.
2. Make an appropriate entry to defer this item in accordance with the Martinaire General Operations Manual (GOM).
 - a) Defer this item on the AFL Logbook page utilizing both the "Discrepancy" side and the "Corrective Action" side, and
 - b) Log the item on the Deferred Discrepancy Sheet (DDS) in the back of the aircraft flight logbook
3. Comply with the placarding procedures at the bottom of the page.

Whenever there is a (M) Procedure, before your next flight always remember to verify that:

1. The item has been deferred by Maintenance in the AFL in accordance with the Martinaire GOM on the logbook page and on the Deferred Discrepancy Sheet (DDS) at the back of the AFL.

(M) Maintenance Procedures

These procedures, when called for, are found on the Items deferral page in the section titled "Maintenance Procedures". These procedures will inform the maintenance technician what their requirement(s) entail.

An example of an (M) procedure for the autopilot:

1. Pull and tie-wrap the appropriate autopilot circuit breaker.
2. An operation check is performed on all flight control cables to ensure they are free running and the servo motors or associated autopilot components will not affect their movement.
3. Obtain a MEL Control number from Martinaire Maintenance Control.
4. Comply with the placarding procedures below.

Another example for an (M) procedure is for the Trim Tab Position Indicators (Aileron, Rudder, & Elevator):

1. Lock all flight controls in NEUTRAL Position and determine "zero" reference for the affected system(s).
2. Unlock all flight controls.
3. Obtain the correct trim tab travel limits for the affected trim tab and associated flight control and verify the following trim tab positions:
 - a) Neutral
 - b) Full Up
 - c) Full Down
4. Run the trim tabs through their full range of motion to verify no obstructions.
5. Note the positions of all trim tabs in the NEUTRAL position with the controls LOCKED and brief the flight crew aurally and visually on the correct tab position.
6. Comply with the placarding procedures below.

Logbook Signoff Entry Examples

In all cases these deferral signoffs must be made with coordination with either Martinaire Dispatch (Pilot in Command) or Martinaire Maintenance Control (Maintenance Technicians). Either one of these two entities will be able to give you the mandatory control number needed to complete the signoff.

The following is an example of a logbook (AFL) signoff to defer the "repairing" of the item, in this case for an inoperative "Right Fuel Quantity Gauge" which is Item 28-2 in the MEL. This example states the verbiage that the Martinaire GOM requires for the deferral of an item on the AFL corrective action side. In this example the aircraft is on Martinaire route #637 and the aircraft is still in Guymon, OK.

LEG		1	2	3	4	5	6	ENGINE TREND MONITORING		LEFT	RIGHT
FUEL OFF								OAT(C)	TORQ		
FUEL ON								ALT(PA)	Np		
FUEL BURN								KIAS	TS/ITT		
FUEL UPLIFT									Ng		
INVOICE									Wt		

#	FLT #	STA	DISCREPANCY	#	CORRECTIVE ACTION	DATE	STA	SIGNATURE
1	637	GUY	Right Fuel Quantity Gauge Fluctuating 500-800 lbs.	1	Aircraft Operations Continued asper MEL-28-2. Installed required placard.	03/30/2021	GUY	ATP# 12345XXX
P/N OFF:		S/N OFF:		P/N ON:		S/N ON:		
P/N OFF:		S/N OFF:		P/N ON:		S/N ON:		

Correct verbiage from the GOM (points to the discrepancy description)

Signature of the person performing the Deferral (points to the signature)

Type of certificate held by the person performing the deferral (points to ATP#)

Certificate number of the person performing the deferral (points to 12345XXX)

AFL Signoff Example

The left side of this page has a column titled “Control”. This is where the person that is deferring the item will enter the Control Number that they obtained from Martinaire Dispatch or Martinaire Maintenance Control. As per the Martinaire GOM, the Deferral Category (A, B, C, or D) will be written at the end of the Control Number as shown below.

Deferred Discrepancy Sheet

No.	Control	Discrepancy	No.	Corrective Action	Signature	Date	Cert.# and Type
1	002003A	Right Fuel Quantity Gage Fluxuates Between 500–800 Lb. markings on the gage. MEL Item 28-2, Cat A, Effective Date 03/30/2021 – 3 flight days	1				
				All items on the corrective action side with the exception of the item No. have been left blank. These columns will be completed by the maintenance Technician after the repairs have been made.			
The Control Number with Category (A, B, C, or D) has been entered on the end of the number	A complete description of the discrepancy has been entered including the MEL item number, MEL Category, the effective date of the deferral, and the MEL item limitation period						

DDS Deferral Example

DDS Corrective Action Return to Service

At the beginning of the deferral process, the item was originally written up and deferred in the AFL on a logbook page by either a certificated maintenance technician or the pilot in command. This deferral on that logbook page that stated "Aircraft Operations Continued".... and then signed and dated made the aircraft legal to fly. The item is then entered onto the DDS page at the back of the AFL. This DDS record will now manage this open deferral and will serve as the place to return the aircraft back to service once the repairs have been performed. The AFL "logbook page" will no longer be used to signoff the deferral.

This process gives the pilot in command of the aircraft an easy way to monitor open deferrals against the aircraft without having to flip through all the pages in the AFL with the chance of missing something.

The process for returning the aircraft to service on the DDS page is straight forward. The Corrective Action column must contain all the elements for a legal signoff on a discrepancy as spelled out in 14 CFR 43.9. Reference the example below.

Deferred Discrepancy Sheet

NO.	Control	Discrepancy	No.	Corrective Action	Signature	Date	Cert.# and Type
1	002003A	Right Fuel Quantity Gage	1	Troubleshoot the system and			
		Fluxuates Between 500–800 Lb.		Found the #4 transmitter			
		markings on the gage. MEL Item		Intermittent. Removed and			
		28-2, Cat A, Effective Date		replaced the transmitter with			
		03/30/2021 – 3 flight days		a new p/n: C668050-1104			
				transmitter and secured. All			
				work was performed in			
				Accordance with the Cessna			
				208 Series Maintenance			
				Manual Rev. 37 dated			
				03/01/2020, Chapter 28-10-01,			
				Item 4. A. & B. All checks			A&P #
				Good at this time.	John Doe Signs	04/10/2021	65412389

A diagonal line is drawn in to separate this entry from a potential second entry being entered here

An appropriate 14 CFR 43.9 entry has been entered

The person returning the aircraft to service signs, dates, and enters their certificate type and number

Completed DDS Signoff

Deferral Time Window

As defined in the “Definitions” Section and FAA policy Letter PL25 found on pages xiv and xv of this manual, Repair Categories means:

All users of an MEL approved under parts 91K, 121, 125, 129, 135 and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos

defining a repair interval (flights, flight legs, cycles, hours, etc):

- e **Repair Category A.** This category item must be repaired within the time interval specified in the “Remarks or Exceptions” column of the aircraft operator’s approved MEL. For time intervals specified in “calendar days” or “flight days”, the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.
- f **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
- g **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
- h **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Day of Discovery

As defined in the “Definitions” Section and FAA Policy Letter PL25 found on page xiii of this manual, the Day of Discovery means:

The calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.

In layman terms this means that the day the discrepancy is discovered and reported does not count toward the deferral time window (i.e. Cat B – 3 consecutive calendar days, Cat C - 10 consecutive calendar days, or Cat D - 120 consecutive calendar days). The only exception are items listed as Category A items. These category items when listed as “calendar days” or “flight days” still exclude the day the item was recorded but if the item is timed in flights, flight legs, cycles, hours, engine starts, etc. the deferral window starts when the malfunction is recorded (reference Category A above).

The calendar countdown starts at midnight the following day. This is the effective date. As an example if an item is a Category B and is discovered 03/21/2021, the MEL calendar starts at midnight 03/22/2021 (**effective date**), making the item due on 03/24/2021.

MEL Extensions

From time to time there may be a problem with parts availability or other items that are out of Martinaire's control that will cause the time window of the MEL Category B, or C to be exceeded. In these cases, the FAA has given the operator permission to extend the item one additional time. This extension will be for the same period of time as the original time category. The exception to the extension authorization are Category A, and D items. These categories cannot be extended.

The extensions may be documented by either the Pilot in Command or the maintenance entity on scene in coordination with Maintenance Control. These extensions will not be entered into the AFL logbook page but rather only added to the "Corrective Action" Side of the DDS.

As shown in the example below, the original "Open Deferral" will be closed out in the "Corrective Action" column stating that the item has been extended. The item will then be signed, and dated with a Certificate # and Type.

Once that deferral has been closed/extended a new discrepancy will be entered in below the original using the same control number and the Right Side (Corrective Action Side) is left blank creating a new "Open Deferral" for this item.

Deferred Discrepancy Sheet

NO.	Control	Discrepancy	No.	Corrective Action	Signature	Date	Cert.# and Type
1	002003A	Primary Flap system is Inoperative, MEL Item 27-4, Cat C, Effective Date 04/06/2021	1	In accordance with FAA Policy Letter PL25 this Deferral is being extended an Additional 10 days to allow For parts delivery. This is the First extension for this item.	John Doe Signs	04/16/2021	ATP # 12358973
1	002003A	Primary Flap system is Inoperative, MEL Item 27-4, Cat C, Effective Date 04/16/2021	1				

Re-enter the Item No. Control number, and Discrepancy exactly as before except changing the effective date to the current date

Leave the Corrective Action, Signature, Date, and Cert # and Type open. These items will be filled in by the maintenance technician after the repairs are completed.

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FOR TRAINING PURPOSES ONLY

Chapter 21 – Air Conditioning

ATA CHAPTER 21 AIR CONDITIONING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Cockpit Air Outlet	C	4	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AIR OUTLET INOP" adjacent to the affected outlet(s)				

**ATA CHAPTER 21
 AIR CONDITIONING**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Aft/Fwd Cabin Distribution Valve				
	-01	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions, and b) Crew has a means of clearing windshield of moisture
	-02	C	1	0	(M) May be inoperative provided valve is secured in the forward position. NOTE: With valve secured in the FWD position there will be no airflow to provide cabin heat
<p>MAINTENANCE PROCEDURE:</p> <p>Refer to the most current revision of the Cessna 208 Maintenance Manual, Chapter 21, Section 21-22-00 HEATING AND DEFROSTING AIR DISTRIBUTION – MAINTENANCE PRACTICES, for system location and access.</p> <ol style="list-style-type: none"> 1. Push the Cabin Heat Selector knob to the FWD Cabin position. 2. Disconnect and stow the actuating cable located just forward and inboard of the co-pilot left rudder pedal and secure the Cabin Distribution valve to the forward position as shown below. 3. Position aircraft in a suitable run-up area and chock both main landing gear. Ensure propeller area is clear. 4. Using POH/AFM Normal Procedures start the engine and verify heated air coming from the FWD cabin area. 1.5. Using POH/AFM Normal Procedures, power down aircraft. <p>(Continued on the next page</p>					

**ATA CHAPTER 21
 AIR CONDITIONING**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Aft/Fwd Cabin Distribution Valve (Continued)				
 <p>Ensure Mixing Valve is pushed forward into the FLT Position</p>  <p>Disconnect and stow the control cable (A) and secure Cabin Distribution Valve (B) in the closed position as shown above</p>					
<p>OPERATIONAL PROCEDURE:</p> <p>No Procedures Required</p>					
<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "CABIN AIR INOP" adjacent to the Aft Cabin – Fwd Cabin Knob.</p>					

**ATA CHAPTER 21
 AIR CONDITIONING**

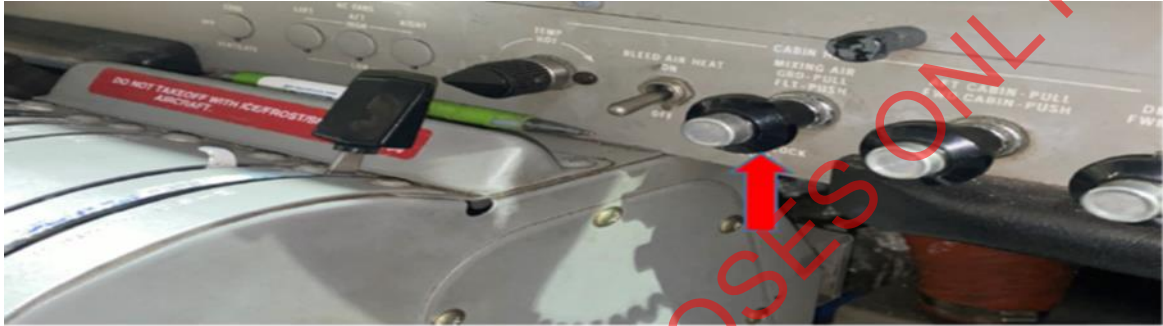

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Defrost/Fwd Cabin Distribution Valve				
	-01	C	1	0	May be inoperative provided: a) Aircraft is not operated in known forecasted, or POH/AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.
	-02	C	1	0	(M) May be inoperative provided: a) Valve is secured in the DEFROST position NOTE: With Cabin Distribution Valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat
<p>MAINTENANCE PROCEDURE:</p> <p>Refer to the most current revision of the Cessna 208 Maintenance Manual, Chapter 21, Section 21-22-00 HEATING AND DEFROSTING AIR DISTRIBUTION – MAINTENANCE PRACTICES, for system location and access.</p> <ol style="list-style-type: none"> 1. Pull the DEFROST knob to position the defrost valve to permit airflow to the defrost vents. 2. Disconnect and stow the actuating cable from the valve assembly. 3. Secure the valve to the defrost position. 4. Check that the Defrost Valve Knob is securely stowed in the DEFROST position by trying to push it FWD into the CABIN HEAT position. The knob should not move. 5. Position the aircraft in a suitable run-up area and chock both main landing gear. 6. Using POH/AFM Normal Procedures start the engine and allow to stabilize. 7. Verify heated airflow through the defrost vents. 8. Using POH/AFM, power down aircraft. 6. Obtain a MEL Control number from Martinaire Maintenance Control. <p>(CONTINUED ON NEXT PAGE)</p>					

ATA CHAPTER 21 AIR CONDITIONING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Defrost/Fwd Cabin Distribution Valve (CONTINUED)				
MAINTENANCE PROCEDURE: (CONTINUED)  <p>Ensure the Defrost knob is pulled AFT into the DEFROST Position</p>					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "CABIN AIR INOP" adjacent to the DEFROST – PULL/FWD CABIN – PUSH knob.					

**ATA CHAPTER 21
 AIR CONDITIONING**


Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Mixing Air Valve				
	-01	C	1	0	May be inoperative provided: b) Aircraft is not operated in known forecasted, or POH/AFM defined icing conditions, and c) Crew has means to clear windshield of moisture.
	-02	C	1	0	(M) May be inoperative provided system is secured in flight mode.
MAINTENANCE PROCEDURE: 1. Push the MIXING AIR knob to FLT. 2. Disconnect and stow the actuating cable and secure the mixing valve to the FLT. Position as shown below. 3. Check that the Mixing Valve Handle is securely stowed in the FLT position by trying to pull into the Ground (AFT) position. The handle should not move. 4. Position aircraft in a suitable run-up area and chock both main landing gear. Ensure propeller area is clear. 5. Using POH/AFM Normal Procedures, start the engine and verify heated air is coming from the defrost vent. 6. Using POH/AFM Normal Procedures, power down the aircraft.					
(Continued on next page)					

**ATA CHAPTER 21
 AIR CONDITIONING**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
	 <p>Ensure Mixing Valve is pushed forward into the FLT Position</p>  <p>Disconnect and stow the control cable (A) and secure mixing valve flapper (B) with a tie-wrap in the closed position as shown above</p>				
	<p>OPERATIONAL PROCEDURE:</p> <p>No Procedures Required</p>				
	<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "Mixing AIR INOP." Adjacent to the MIXING AIR GND – PULL FLT – PUSH knob.</p>				

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Chapter 22 - Autoflight

ATA CHAPTER 22 AUTOFLIGHT					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Autopilot	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ol style="list-style-type: none"> Autopilot is deactivated. Approach minimums do not require use of autopilot system, and Flight is not conducted under an IFR-passenger-carrying for hire operating rule.
	<p>MAINTENANCE PROCEDURE:</p>  <ol style="list-style-type: none"> Pull and tie-wrap the appropriate autopilot circuit breaker. An operation check is performed on all flight control cables to ensure they are free running and the servo motors or associated autopilot components will not affect their movement. Make an appropriate entry in the discrepancy report. 				
	<p>OPERATIONAL PROCEDURE:</p> <ol style="list-style-type: none"> Flight planning must consider Enroute approach operations (including weather) without the use of the autopilot. Must use manual trim. 				
	<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "AUTOPILOT INOP." placard adjacent to the autopilot controller.</p>				

**ATA CHAPTER 22
 AUTOFLIGHT**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Yaw Damper (N4591B only)	C	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw Damper is deactivated.
MAINTENANCE PROCEDURE: 1. Pull and tie-wrap the appropriate autopilot circuit breaker. 2. An operation check is performed on all flight control cables to ensure they are free running and the servo motors or associated autopilot components will not affect their movement. 3. Make an appropriate entry in the discrepancy report.					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "YAW DAMNER INOPERATIVE." placard adjacent to the autopilot controller.					

ATA CHAPTER 22 AUTOFLIGHT					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Autopilot/Trim Disconnect Functions (Red Yoke A/P DISC INTER Button)				
	-01	C	1	1	(M) One may be inoperative provided disconnect button is operative on flying pilot side.
	-02	C	1	0	May be inoperative provided: a) Autopilot is considered inoperable, and b) Electric trim is considered inoperable.
MAINTENANCE PROCEDURE: <div data-bbox="607 907 1117 1167" data-label="Image"> </div> <ol style="list-style-type: none"> 1. Pull and tie-wrap the appropriate autopilot circuit breaker and electric trim circuit breaker. 2. An operation check is performed on all flight control cables to ensure they are free running and the servo motors or associated autopilot components will not affect their movement. 3. Perform a check of the electric trim to ensure it is disabled. 					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in Full view of the flight crew stating, "AUTOPILOT DISCONNECT INOPERATIVE".					

ATA CHAPTER 22 AUTOFLIGHT					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Control Wheel Steering (CWS)	C	1	0	
	MAINTENANCE PROCEDURE: No Procedure Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "CONTROL WHEEL STEERING INOPERATIVE".				

ATA CHAPTER 22 AUTOFLIGHT					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Go Around Button (All Systems) (if installed)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) The flight director is not used for takeoff or during go around, and b) Autopilot is disconnected for go around. NOTE – Missed approach guidance must be activated manually.
	MAINTENANCE PROCEDURE: No Procedure Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "GO AROUND BUTTON INOPERATIVE".				

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Chapter 23 - Communications

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Communications System	D	2	1	<p>One may be inoperative provided it is:</p> <ul style="list-style-type: none"> a) Flight over water must be less than 30 minutes of flight time or less than 100 nautical miles from the nearest shoreline. b) System is not powered by any aircraft emergency power system bus, and c) Emergency procedures do not require its use. <p>Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.</p>
	MAINTENANCE PROCEDURE: No Procedure Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COMM #1 or COMM #2 INOPERATIVE" adjacent to the affected radio.				

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Control Yoke Press-to-Talk Switch (MIC)	C	2	0	May be inoperative provided hand microphone is operable.
MAINTENANCE PROCEDURE: No Procedure Required <div data-bbox="289 827 704 968" data-label="Image"> </div> <div data-bbox="768 774 1222 1008" data-label="Image"> </div>					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "PILOT or COPILOT CONTROL YOKE PTT INOPERATIVE".					

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Flight Deck Headset Earphone/Headphone and Boom Microphone NOTE: Category A or D items CANNOT be extended	D	1	0	May be inoperative for IFR or flight over water less than 30 minutes flight time or 100 nautical miles from the nearest shoreline as long as: a) The aircraft is equipped with two operable microphones, and b) One operable headset and one operable overhead speaker.
	-01 Headset Boom Microphones	A	1	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.
	-01.20 Headset Earphones/ Headphones	C	1	1	May be inoperative provided: a) The associated flight deck speaker operates normally.
	-02 Active Noise Canceling/Reduction Function (if installed)	C	1	0	May be inoperative provided: a) Normal audio function of headset is operative.
MAINTENANCE PROCEDURE: No Procedure Required					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURES: No Placard Required					

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Headset Audio System	C	1	0	May be inoperative provided: a) Associated cockpit speaker is operative.
	MAINTENANCE PROCEDURE: No Procedure Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "HEADSET AUDIO SYSTEM INOPERATIVE".				

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Hand Microphone	C	1	0	May be inoperative provided: a) An operative boom/headset microphone is operative.
	-01 Hand Microphone Jack	C	1	0	May be inoperative provided: a) An operative boom/headset microphone is operative.
	-02 Hand Microphone Holder	C	1	0	(O) May be inoperative provided: a) Microphone is secured by alternate means.
	MAINTENANCE PROCEDURE: No Procedure Required 				
	OPERATIONAL PROCEDURE: 1. Attach the microphone to the pedestal by means of Velcro.				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, "HAND MICROPHONE JACK or HAND MICROPHONE HOLDER IS INOPERATIVE"				

ATA CHAPTER 23 COMMUNICATIONS					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Cockpit Speaker System (Including Audio Amp)	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight over water must be less than 30 minutes of flight time or less than 100 nautical miles from the nearest shoreline. b) Affected speaker is not required for procedures, and c) Headset is used for associated inoperative speaker including during emergency procedures. <p>Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.</p>
MAINTENANCE PROCEDURE: No Procedure Required					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "OVERHEAD SPEAKER INOPERATIVE".					

ATA CHAPTER 23 COMMUNICATIONS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
7	Audio Panel (KMA 24 or KMA 24H)				
	-01 Speaker Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)				
	-01.10	C	8	0	May be inoperative provided: a) Procedures do not require the use of associated audio source, and b) Flight over water must be less than 30 minutes of flight time or less than 100 nautical miles from the nearest shoreline. Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-01.20	C	8	0	May be inoperative provided: a) Speakers are not required or used.
	-02 Phone Source Selector (COM 1, COM 2, NAV 1, NAV 2, DME, MKR, ADF, Button)	C	8	0	May be inoperative provided: a) Procedures do not require the use of associated audio source, and b) Flight over water must be less than 30 minutes of flight time or less than 100 nautical miles from the nearest shoreline. Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-03 Auto Source Selector (Speaker and Phone or SPKR AUTO Knob)	C	2	0	May be inoperative provided: a) Flight crew selects desired audio source using source selector.
(continued on the next page)					

ATA CHAPTER 23 COMMUNICATIONS					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
7	Audio Panel (KMA 24 or KMA 24H) (Continued)				
	-04 Mic Selector (COM 1, COM 2, INT, EXT, EMG, 1, 2, 3, 4, 5, PA Position)	C	8	0	Individual positions may be inoperative provided: a) Procedures do not require the use of associated audio source, and b) Flight over water must be less than 30 minutes of flight time or less than 100 nautical miles from the nearest shoreline. Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-05 Intercom Squelch Control (VOX)	C	1	0	May be inoperative provided: a) Associated squelch is acceptable to flight crew
	MAINTENANCE PROCEDURE: No Procedure Required OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "INTERCOM SQUELCH CONTROL INOPERATIVE".				

ATA CHAPTER 23 COMMUNICATIONS					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
8	Static Wicks				
	-01 Left Aileron	C	4	2	Two may be damaged or missing provided the outer most wick is installed and not damaged.
	-02 Right Aileron	C	4	2	Two may be damaged or missing provided the outer most wick is installed and not damaged.
	-03 Left Elevator	C	4	2	Two may be damaged or missing provided the outer most wick is installed and not damaged.
	-04 Right Elevator	C	4	2	Two may be damaged or missing provided the outer most wick is installed and not damaged.
	-05 Rudder	C	5	2	Two may be damaged or missing provided the outer most wick is installed and not damaged.
MAINTENANCE PROCEDURE: No Procedure Required					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, "STATIC WICK INOPERATIVE or STATIC WICK MISSING".					

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FOR TRAINING PURPOSES ONLY

Chapter 24 – Electrical Power

ATA CHAPTER 24 ELECTRICAL POWER					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Standby Alternator	B	1	0	May be inoperative provided: a) Standby Alternator power switch remains OFF, b) Aircraft is not operated in known or forecast, or POH/AFM defined icing conditions, and c) Flight is not conducted under an IFR-passenger-carrying for hire operating rule.
MAINTENANCE PROCEDURE: No Procedure Required					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "STBY PWR INOPERATIVE".					


ATA CHAPTER 24 ELECTRICAL POWER					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Avionics Inverter (KFC 250 Autopilots only) (N4591B, N4602B only)	B	2	1	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Aircraft is not operated at between sunset and sunrise.
	MAINTENANCE PROCEDURE: No Procedure Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, "AFFECTED AVIONICS INVERTER or BOTH AVIONICS INVERTER INOPERATIVE".				

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Chapter 25 – Equipment and Furnishings

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Flight Crew Seats (Per seat)				
	-01 Seat Back Angle Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a latched position that permits pilot normal visibility. b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
	-02 Armrest (if installed)				
	-02.10	C	2	0	May be inoperative provided: a) Affected armrest is stowed in the retracted position.
	-02.20	C	2	0	(M) May be inoperative provided: a) Armrest is removed.
	-03 Seat Height Adjustment	C	1	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmembers can reach all necessary controls and equipment while restrained.
MAINTENANCE PROCEDURE: NOTE: Left and right armrests removal/installation procedures are typical. 1. Remove armrest by removing bolt, washer and armrest from crew seat. 2. Make appropriate entry in discrepancy report.					
OPERATIONAL PROCEDURE: No Procedure Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, "AFFECTED COMPONENT ADJUSTMENT or ARMREST INOPERATIVE".					

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/ Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Copilots Restraint System	C	1	0	May be inoperative provided: a) Seat remains unoccupied.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating COPILOT SEAT RESTRAINT INOPERATIVE".				

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Crew Seat Restraint Buckle Protective Padding	D	2	0	May be missing or inoperative
	MAINTENANCE PROCEDURE: No Procedures Required 				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, PILOT or COPILOT SEAT BELT PROTECTIVE PADDING MISSING or INOPERATIVE".				

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Flight Deck Sun Visor	C	2	0	May be inoperative or missing provided: a) Sunvisor does not obstruct either pilots field of vision
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedure Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, PILOT or COPILOT SUNVISOR INOPERATIVE".				

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Cargo Restraint System	C	2	0	(O) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type Certificate (TC) • Supplemental Type Certificate (STC) • Airplane Flight Manual (AFM) • Airplane Flight Manual Supplement • Pilot's Operating Handbook (POH), and • TC/STC Weight and Balance Manual (WBM) b) Repairs are made within 120 consecutive calendar-days.(O) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (ie. Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Documents) are observed.
	-01				a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.
	-02				a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with OEM Weight & Balance source document, and b) Repairs are made within 120 consecutive calendar-days.
	-01 Cargo Barrier	C	1	0	May be missing or inoperative provided: a) Cargo is secured per the Pilots Operating Handbook, Section 6, Weight and Balance/Cargo Load Restraint.
	-02 Cargo Barrier Net	C	3	0	May be missing or inoperative provided: a) Cargo is secured per the Pilots Operating Handbook, Section 6, Weight and Balance/Cargo Load Restraint.

	<p>MAINTENANCE PROCEDURE:</p> <p>No Procedures Required</p> <p>(Continued on the next page)</p>
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ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Cargo Restraint System (Continued)				
	OPERATIONAL PROCEDURE: 1. Using the weight and balance section of the POH/AFM, load the aircraft according to approved loading zone(s) and loading limitations. 2. Any affected loading zone(s) shall not be loaded.				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating that the affected "BARRIER/NET INOPERATIVE".				

FOR TRAINING PURPOSES ONLY

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Emergency Locator Transmitter (ELT)				
	-01 Survival Type ELT's (if installed)	D	1	0	May be inoperative or missing over land operations. Over water operations can be missing or inoperative provided: a) Flight over water is within 50 nautical miles of the shoreline or within 30 minutes flying time from the nearest shoreline. Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-02 Fixed ELT				
	-02.10	A	1	0	(M) May be missing or inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days
	-02.20	A	1	0	May be missing provided: a) Placard stating, "ELT not installed", is placed in view of the pilot, and b) Repairs are made within 90 days.
	-02.30	D	1	0	(M) (O) May be inoperative provided: a) System is deactivated, b) While engaged in training operations conducted entirely within a 50-nautical mile radius of the airport from which such local flight operations began, and c) Ferry a newly acquired airplane from the place where possession of it was taken to a place where the emergency locator transmitter is to be installed, and d) Ferry an aircraft with an inoperative emergency locator transmitter from a place where repairs cannot be made to a place where they can be made. (CONTINUED ON NEXT PAGE)

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Emergency Locator Transmitter (ELT) (Continued)				
	-02.40	D	1	0	May be missing provided: a) While engaged in training operations conducted entirely within a 50-nautical mile radius of the airport from which such local flight operations began, and b) Ferry a newly acquired airplane from the place where possession of it was taken to a place where the emergency locator transmitter is to be installed, and c) Ferry an aircraft with an inoperative emergency locator transmitter from a place where repairs cannot be made to a place where they can be made.
	-03 Remote ELT Switch (if installed)	C	2	0	(M) May be inoperative provided: System is deactivated.
MAINTENANCE PROCEDURE: To Deactivate the ELT: 1. Disconnect, bag, and stow the associated coax cable. 2. Using the most current revision of the 208 Maintenance Manual, section 25-61-00 EMERGENCY LOCATOR TRANSMITTER – MAINTENANCE PRACTICES, Item 5. A., Remove the battery pack. 3. Reset the ELT to make sure it has not been activated. 4. Reinstall all access panels. 5. Tune a COMM source (ships COMM, other aircraft COMM, handheld COMM) to 121.5 and listen for an ELT signal. If an ELT signal is heard and can be verified as originating from the affected aircraft, the ELT must be removed and deactivated in accordance with the appropriate ELT relief. To Remove the ELT: 1. Disconnect, bag, and stow the associated coax cable. 2. Using the most current revision of the 208 Maintenance Manual, section 25-61-00 EMERGENCY LOCATOR TRANSMITTER – MAINTENANCE PRACTICES, Item 2. A., Remove the ELT.					
OPERATIONAL PROCEDURE: 1. Flight over water must be within 50 nautical miles of the shoreline or within 30 minutes flying time from the nearest shoreline. See note in Remarks column.					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating either, "ELT NOT INSTALLED" or "ELT DEACTIVATED" (include the date the ELT is removed/deactivated).					

MINIMUM EQUIPMENT LIST
OPERATIONAL AND MAINTENANCE PROCEDURES
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MODEL 208 SERIES CARAVAN
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ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
7	Smoke Goggles (N4591B and N4602B only)	C	2	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating "SMOKE GOGGLES REMOVED".				

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
8	Life Preserver (Crew and Passenger) (if installed)	D	1	0	<p>May be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Operations are conducted over land. b) Flight over water is within 50 nautical miles of the shoreline or within 30 minutes flying time from the nearest shoreline. <p>Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.</p>
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating "LIFE PRESERVER INOPERATIVE or REMOVED".					

ATA CHAPTER 25 EQUIPMENT AND FURNISHINGS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
9	Life Raft (if installed)	D	1	0	<p>May be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Operations are conducted over land. b) Flight over water is within 50 nautical miles of the shoreline or within 30 minutes flying time from the nearest shoreline. <p>Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.</p>
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating "LIFE RAFT INOPERATIVE or REMOVED".					



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Chapter 26 – Fire Protection

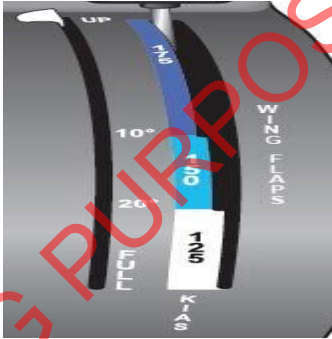
ATA CHAPTER 26 FIRE PROTECTION					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Engine Fire Detect Warning Horn	C	1	0	May be inoperative or missing provided: a) Fire warning light is operative.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew, above the annunciator panel stating "WARNING Fire Horn Inoperative. Press-to-test red ENGINE FIRE warning light on the annunciator panel before starting engine				

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Chapter 27 – Flight Controls

ATA CHAPTER 27 FLIGHT CONTROLS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Trim Tab Position Indicators (Aileron, Rudder, & Elevator)	C	3	0	(M) (O) May be inoperative or missing provided: <ol style="list-style-type: none"> Trim is checked for full range of travel, Trim operation is not affected, and Trim is positioned to neutral prior to each flight.
<p>MAINTENANCE PROCEDURE:</p> <div style="display: flex; justify-content: space-around;">   </div> <ol style="list-style-type: none"> Lock all flight controls in NEUTRAL Position and determine “zero” reference for the affected system(s). Unlock all flight controls. Obtain the correct trim tab travel limits for the affected trim tab and associated flight control and verify the following trim tab positions: <ol style="list-style-type: none"> Neutral Full Up Full Down Run the trim tabs through their full range of motion to verify no obstructions. Note the positions of all trim tabs in the NEUTRAL position with the controls LOCKED and brief the flight crew aurally and visually on the correct tab position. Make an appropriate entry in the discrepancy report. 					
<p>OPERATIONAL PROCEDURE:</p> <ol style="list-style-type: none"> Prior to each flight, a crew member will lock all controls and verify that the affected trim tab(s) are in the NEUTRAL position. Tab is positioned and visually verified to neutral prior to each departure. 					
<p>PLACARDING INSTRUCTIONS:</p> <p>Place a placard in full view of the flight crew stating “AFFECTED TRIM TAB INDICATOR INOPERATIVE”</p>					

ATA CHAPTER 27 FLIGHT CONTROLS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Electric Elevator Trim	C	1	0	(M) (O) May be inoperative provided: a) System is deactivated, b) Manual Trim is operative, and c) Autopilot is considered inoperative and is not used.
MAINTENANCE PROCEDURE: <div data-bbox="578 732 1177 1075" data-label="Image"> </div> <ol style="list-style-type: none"> 1. Pull and secure the 5 amp electric trim circuit breaker with a tie-wrap, lock-out collar, or similar securing device. 2. Engage the autopilot to ensure the system is inoperative. 3. Manually run the elevators through its full range of motion and verify no obstructions. 4. Make an appropriate entry in the discrepancy report. 					
OPERATIONAL PROCEDURE: <ol style="list-style-type: none"> 1. Must use manual trim. 					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "ELECTRIC ELEVATOR TRIM INOPERATIVE".					



ATA CHAPTER 27 FLIGHT CONTROLS					
Sys/Seq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flap position is verified using flap handle position and visually monitoring the flap position indicator. b) Primary flap system is operative and used.
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew on the flap position indicator track stating, "FLAP POSITION INDICATOR INOPERATIVE".					

**ATA CHAPTER 27
 FLIGHT CONTROLS**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Primary Flap System (Pneumatic Booted Aircraft)	C	1	0	(M) (O) May be inoperative provided: a) Standby Flap System is operative, b) Flap Position Indicator is operative, c) Aircraft is not operated into known, forecasted, or POH/AFM defined icing, and d) Autopilot is disengaged prior to operating standby flap system.
<p>MAINTENANCE PROCEDURE:</p>  <p>CAUTION: You must set the NORMAL/STBY switch to STBY before you operate the standby UP/DOWN switch. Since the standby flap system bypasses the limit function of the flap switch actuator, you must stop the operation of the standby UP/DOWN switch before the flaps reach their full travel limits. This will help prevent overloading and damaging the flap system.</p> <ol style="list-style-type: none"> 1. Apply power to the aircraft. 2. Pull and secure the 10 amp autopilot circuit breaker with a tie-wrap, lock-out collar, or similar securing device. 3. Engage the autopilot to ensure the system is inoperative. 4. Ensure the flap area is clear. 5. Place the flap handle on the throttle quadrant to its full UP setting. 6. Break the safety wire and place the FLAP MOTOR switch to STBY. 7. Break the safety wire on the UP/DOWN switch cover and run the flaps throughout their entire range of motion, using caution not to exceed the flap travel limits, observing flap movement and flap position indicator movement. 8. Place the flaps in the full UP position and power down the aircraft. 9. Make an appropriate entry in the aircraft discrepancy report. 					
<p>OPERATIONAL PROCEDURE:</p> <ol style="list-style-type: none"> 1. Flight Crew shall ensure that ambient temperatures for takeoff, enroute and landing is not known, forecasted, or POH/AFM defined icing conditions. 2. Flight crew shall include in preflight briefing all applicable control settings, airspeed and operational limitations. 3. Flight Crew shall consider flight control settings for takeoff and landing performance calculations. 					
<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "FPRIMARY FLAP SYSTEM INOPERATIVE".</p>					

ATA CHAPTER 27 FLIGHT CONTROLS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Standby Flap System	C	1	0	May be inoperative provided: a) Primary Flap System is operative
MAINTENANCE PROCEDURE: NO PROCEDURES REQUIRED					
OPERATIONAL PROCEDURE: NO PROCEDURES REQUIRED					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "STANDBY FLAP SYSTEM INOPERATIVE".					

**ATA CHAPTER 27
 FLIGHT CONTROLS**


Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Rudder Gust Lock (if installed)	C	1	0	(M) May be inoperative provided: a) Gust lock is secured unlocked.
<p>MAINTENANCE PROCEDURE:</p>  <p>When Rudder Gustlock is located on the tail cone</p> <ol style="list-style-type: none"> 1. Ensure rudder gust lock is disengaged. 2. Removed the rudder gust lock handle and store in pilot/copilot door map pocket. 3. Make an appropriate entry in the aircraft discrepancy report.  <p>When the Rudder Gust Lock is located in the cockpit</p> <ol style="list-style-type: none"> 1. Ensure rudder gust lock is disengaged. 2. Removed the rudder gust lock handle and store in pilot/copilot door map pocket. 3. Make an appropriate entry in the aircraft discrepancy report. 					
<p>OPERATIONAL PROCEDURE:</p> <p>No Procedures Required</p>					
<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "RUDDER GUST LOCK INOPERATIVE".</p>					

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Chapter 28 – Fuel

ATA CHAPTER 28 FUEL					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Fuel Totalizer System (If installed) NOTE: Category A and D items CANNOT be extended	D	1	0	May be inoperative provided: a) Procedures do not require its use.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "FUEL TOTALIZER SYSTEM INOPERATIVE".				

ATA CHAPTER 28 FUEL					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Fuel Quantity Indicating System NOTE: Category A and D items CANNOT be extended	A	2	1	One may be inoperative provided: a) Fuel Low Level Annunciator is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to a known, balanced quantity, d) Flight is restricted to 3 hours, e) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within 3 flight days.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "LEFT or RIGHT FUEL INDICATING SYSTEM INOPERATIVE".					

ATA CHAPTER 28 FUEL					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level system monitoring are established and used, and b) Fuel quantity indicator is operative.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE:  <ol style="list-style-type: none"> 1. Refer to the POH/AFM for maximum fuel imbalance limitation. 2. First flight of the day and each subsequent flight, with aircraft parked wings-level, both wing fuel tanks will be completely filled and verified full by opening the fuel caps, visually observing the fuel level, and re-securing the fuel caps. 3. Prior to taxi, flight crew will verify that the fuel quantity and fuel flow indicators are operative. 4. The flight crew shall perform checks every ½ hour of flight immediately prior to approach and landing to ensure the left/right fuel quantities remain within balance limits and will meet landing fuel requirements. 5. Make appropriate entry in discrepancy report. 				
	PLACARDING PROCEDURE: <ol style="list-style-type: none"> 1. Cover the affected FUEL LOW annunciator. 2. Place a placard in full view of the flight crew stating, "(AFFECTED SIDE) FUEL LOW INDICATING SYSTEM INOPERATIVE". 				

ATA CHAPTER 28 FUEL					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Fuel Flow Indicator Relocated to ATA 73 in Revision 9				
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE:				

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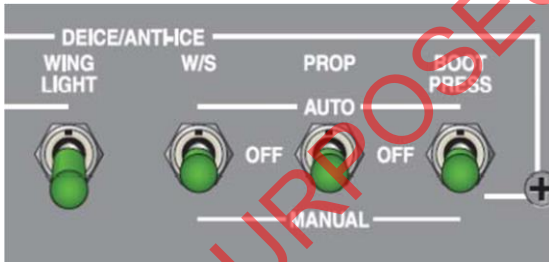
FOR TRAINING PURPOSES ONLY

Chapter 30 – Ice and Rain Protection

ATA CHAPTER 30 ICE AND RAIN PROTECTION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Pneumatic De-IC System (failure to inflate) (wing, wing strut, horizontal and vertical stabilizer, cargo pod nose and main gear legs)	C	1	0	May be inoperative provided: a) Boots remain deflated, and b) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "DE-ICE BOOT SYSTEM INOPERATIVE".					

ATA CHAPTER 30 ICE AND RAIN PROTECTION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Pitot Heater				
	-01 Left Side	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Aircraft is operated in VMC conditions, c) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions, and d) Repairs are made within 3 flight days.
	NOTE: Category A and D items CANNOT be extended				
	-02 Right Side (Non G600/G1000)	C	1	0	May be inoperative provided: a) Aircraft is operated in VMC conditions. b) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
MAINTENANCE PROCEDURE: 1. Pull and place a tie-wrap around the LEFT PITOT HEAT circuit breaker. 2. Make an appropriate entry in the aircraft discrepancy report.					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "(AFFECTED SIDE) PITOT HEAT INOPERATIVE".					

ATA CHAPTER 30 ICE AND RAIN PROTECTION								
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions			
3	Stall Vane Heat NOTE: Category A and D items CANNOT be extended	A	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions, and b) Repairs are made within 3 flight days.			
	MAINTENANCE PROCEDURE: No Procedures Required							
	OPERATIONAL PROCEDURE: No Procedures Required							
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "STALL VANE HEAT INOPERATIVE".							

ATA CHAPTER 30 ICE AND RAIN PROTECTION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Windshield Anti-Ice (Non TKS Aircraft Only)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "WINDSHIELD ANTI-ICE PLATE INOPERATIVE".					

ATA CHAPTER 30 ICE AND RAIN PROTECTION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Propeller Anti-Ice System (Non TKS Aircraft Only)	C	1	0	<p>May be inoperative provided:</p> <p>a) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.</p> <p>NOTE: Low Airspeed Awareness may not be available depending on configuration</p>
<p>MAINTENANCE PROCEDURE:</p> <p>No Procedures Required</p> <div data-bbox="587 858 1131 1119" data-label="Image"> </div>					
<p>OPERATIONAL PROCEDURE:</p> <p>No Procedures Required</p>					
<p>PLACARDING PROCEDURE:</p> <p>Place a placard in full view of the flight crew stating, "PROPELLER ANTI-ICE PLATE INOPERATIVE".</p>					


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Chapter 31 Indicating and Recording

ATA CHAPTER 31 INDICATING AND RECORDING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Clock with Sweep Second Hand or Electric Digital Clock	C	1	0	May be inoperative provided: a) Aircraft is flown VFR only.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "CLOCK INOPERATIVE".					

**ATA CHAPTER 31
 INDICATING AND RECORDING**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Flight Hour Meter	C	1	0	(O) May be inoperative provided: a) Flight time is tracked by alternate means.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: <div data-bbox="617 1121 1104 1386" data-label="Image"> </div> <ol style="list-style-type: none"> 1. The flight crew shall insert into the aircraft log showing Hobbs time at failure. 2. Record each takeoff and landing time (including time zone, if not recording Zulu Time). 3. Follow each flight, add flight time to total aircraft time in the aircraft log to assure compliance with maintenance and/or operations requirements. 4. Make an appropriate entry into the aircraft discrepancy report. 					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "HOBBS METER INOPERATIVE".					

ATA CHAPTER 31 INDICATING AND RECORDING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	De-Ice Pressure Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
	MAINTENANCE PROCEDURE: No Procedures Required 				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "DE-ICE PRESSURE ANNUNCIATOR INOPERATIVE".				

ATA CHAPTER 31 INDICATING AND RECORDING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Windshield Anti-Ice Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided: Aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
	MAINTENANCE PROCEDURE: No Procedures Required 				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "WINDSHIELD ANTI-ICE ANNUNCIATOR INOPERATIVE".				

ATA CHAPTER 31 INDICATING AND RECORDING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
5	Door Warning Annunciator (Failed to Illuminate/Extinguish) (Non G1000 Aircraft) NOTE: Category A and D items CANNOT be extended	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Crewmember conforms by visual inspection that the cargo door and the passenger door (if installed) are latched and secured in the closed position, b) Doors are not reopened after the visual inspection and prior to departure, c) Fasten seat belt sign remains on or the passengers are briefed to remain seated with their seat belts fastened prior to departure, and d) Repairs are made within 3 flight days.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: Before each flight the flight crew will: <ol style="list-style-type: none"> 1. Perform a visual inspection of the cargo door and passenger door (if installed) and ensure it (they) are latched and secured in the closed position. 2. Ensure that the doors are not reopened after the visual inspection, unless a new inspection is performed before departure. 					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "DOOR WARNING ANNUNCIATOR INOPERATIVE".					

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Chapter 32 – Landing Gear

ATA CHAPTER 32 LANDING GEAR					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Parking Brake System	C	1	0	(O) May be inoperative provided: a) Wheel chocks are installed when the aircraft is not in use.
MAINTENANCE PROCEDURE: No Procedures Required <div data-bbox="683 787 1039 968" data-label="Image"> </div>					
OPERATIONAL PROCEDURE: Before each flight the flight crew will: <ol style="list-style-type: none"> 1. Park the aircraft on as level a surface as possible. 2. Prior to engine start, ensure wheel chocks are removed. 3. After engine shutdown, ensure chocks are installed. 4. Make an appropriate entry in the aircraft discrepancy report. 					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "PARK BRAKE INOPERATIVE".					

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FOR TRAINING PURPOSES ONLY

Chapter 33 – Lights

ATA CHAPTER 33 LIGHTS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, and internally lighted annunciators)	C	4	0	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned that direct rays are shielded from flight crew member's eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight deck emergency lighting is operative.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED LIGHT INOPERATIVE".					

ATA CHAPTER 33 LIGHTS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Wing Courtesy Lights NOTE: Category A and D items CANNOT be extended	D	2	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED/BOTH WING CURTESY LIGHT(S) INOPERATIVE".				

ATA CHAPTER 33
LIGHTS

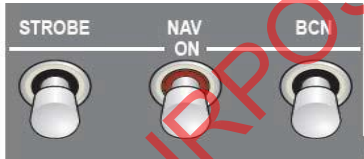
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Cabin Interior Lighting System Cargo Only Configuration NOTE: Category A and D items CANNOT be extended	D	3	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "CABIN LIGHT(S) INOPERATIVE".				

**ATA CHAPTER 33
 LIGHTS**


Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Beacon Light (Upper) NOTE: Category A and D items CANNOT be extended	C	1	0	May be inoperative provided wing strobe lights are operative.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "UPPER BEACON LIGHT INOPERATIVE".					


ATA CHAPTER 33 LIGHTS								
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions			
5	Beacon Light (Belly Mounted) (if installed)) NOTE: Category A and D items CANNOT be extended	C	1	0				
	MAINTENANCE PROCEDURE: No Procedures Required							
	OPERATIONAL PROCEDURE: No Procedures Required							
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "BELLY MOUNTED BEACON LIGHT INOPERATIVE".							

**ATA CHAPTER 33
 LIGHTS**


Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Anti-Collision Strobe Light System NOTE: Category A and D items CANNOT be extended	C	1	0	May be inoperative provided: a) All position (NAV) lights are operative between sunset and sunrise, b) Flashing beacon light system is operative between sunset and sunrise, and c) Not required by 14 CFR.
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "STROBE LIGHT SYSTEM INOPERATIVE".					

**ATA CHAPTER 33
 LIGHTS**

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
7	Landing Light System				
	-01	C	2	0	May be inoperative provided: a) All position (NAV) lights are operative between sunset and sunrise.
	-02	C	2	1	One may be inoperative between sunset and sunrise provided: a) One taxi light is operative.
	-03 LED Elements	C	18	6	Up to twelve (12) elements may be inoperative for all flight conditions. NOTE: Landing light is considered operative with the six remaining elements operative.
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED LIGHT(S) INOPERATIVE".					

ATA CHAPTER 33 LIGHTS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
8	Position (Navigation) Light	C	3	0	May be inoperative provided: a) Aircraft is not operated between sunset and sunrise
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED NAVIGATION LIGHT(S) INOPERATIVE".					

ATA CHAPTER 33 LIGHTS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
9	Taxi/Recognition Light	C	2	0	
	MAINTENANCE PROCEDURE: No Procedures Required <div data-bbox="654 699 1071 884" data-label="Image"> </div>				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED LIGHT(S) TAXI/RECOGNITION LIGHT INOPERATIVE".				

ATA CHAPTER 33 LIGHTS					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
10	Wing Inspection Light	C	1	0	May be inoperative provided: The aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions. Ground de-icing procedures do not require its use.
MAINTENANCE PROCEDURE: No Procedures Required 					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "WING INSPECTION LIGHT INOPERATIVE".					

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Chapter 34 – Navigation

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	VHF Navigation Systems				
	-01 VOR	C	2	1	May be inoperative provided: a) Procedures do not require its use, b) For IFR <ul style="list-style-type: none"> • DME is operative, or • GPS is operative c) For extended over-water operations: <ul style="list-style-type: none"> • GPS is operative.
	-02 ILS				
	-02.10 Localizer	C	2	1	May be inoperative provided: a) Procedures do not require its use, b) Associated Glideslope is considered inoperative.
	-02.20 Glideslope	C	2	1	May be inoperative provided: Approach procedures do not require its use
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED NAVIGATIONAL EQUIPMENT INOPERATIVE".					

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Analog Airspeed Indicator (Copilots Side)	C	1	0	May be inoperative on the right side for operations not requiring a second in command
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COPILOT AIRSPEED INDICATOR INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
3	Analog Vertical Speed Indicator	B	1	0	Left side must be operative for 14 CFR part 135 IFR passenger carrying operations.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "VERTICAL SPEED INDICATOR INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
4	Analog Altimeter (Copilots Side)	B	1	0	May be inoperative on the right side provided: a) Operations do not require a second in command, and b) An electric altimeter is installed and operable on the pilots side.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COPILOT ALTIMETER INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION								
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions			
5	Encoding Altimeter NOTE: Category A and D items CANNOT be extended	D	1	0	May be inoperative on the right side provided: a) Operations do not require a second in command, and b) A non-electric altimeter is installed and operable on the pilots side.			
	MAINTENANCE PROCEDURE: No Procedures Required							
	OPERATIONAL PROCEDURE: No Procedures Required							
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COPILOT ALTIMETER INOPERATIVE".							

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
6	Low Airspeed Awareness System (LAA)	C	1	0	May be inoperative on the right side provided: a) The aircraft is not operated in known, forecasted, or POH/AFM defined icing conditions.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "LOW AIRSPEED AWARENESS SYSTEM INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
7	Copilot Side Gyroscopic Attitude Indicator System	C	1	0	May be inoperative for operations not requiring a second in command.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COPILOT HSI INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
8	#2 Gyroscopic Attitude Indicator System (Located on the pilot side)	C	1	0	May be inoperative provided operations not requiring its use.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "#2 PILOTS SIDE HSI INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
9	Copilot Side Directional Gyroscopic indicator (DG) NOTE: Category A and D items CANNOT be extended	A	1	0	May be inoperative for operations provided: a) Does not require a second in command, and b) Repairs are made within 3 flight days.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "COPILOT DG INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
10	Gyroscopic Rate of Turn Indicator (T&B)				
	-01 Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated IMC, and b) Repairs are made within 3 flight days.
	-02 Copilot				
	-02.10 VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs are made within 3 flight days.
	-02.20 VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated IMC, and b) Repairs are made within 3 flight days.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "AFFECTED TURN & BANK INDICATOR INOPERATIVE".					

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
11	Analog Slip Skid Indicator (Turn Coordinator)				
	-01 Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated IMC, and b) Repairs are made within 3 flight days.
	-02 Copilot				
	-02.10 VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side is operative, and b) Repairs are made within 3 flight days.
	-02.20 VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated IMC, and b) Repairs are made within 3 flight days.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "FLIGHT DIRECTOR INOPERATIVE".					

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
12	Flight Director	C	1	0	May be inoperative provided: c) Approach procedures do not require its use, and d) Autopilot is considered inoperable.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "FLIGHT DIRECTOR INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
13	Radio Magnetic Indicator (RMI)	C	1	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "RMI INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
14	Marker Beacon (KMA 24)				
	-01 Receiver	C	1	0	May be inoperative provided: a) Procedures do not require its use, and a) Flight over water must be less than 30 minutes of flight time or 100 nautical miles from the nearest shoreline.
		C	3	0	Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-02 Annunciator (A, O, M)	C	3	0	
	-02.10				
	-02.20	C	3	0	May be inoperative provided: a) Procedures do not require its use, and a) Flight over water must be less than 30 minutes of flight time or 100 nautical miles from the nearest shoreline.
	-02.30				
		C	1	0	Note: As noted in this section, the term shoreline means that area of land adjacent to the water that is above the high water mark and excludes land areas that are intermittently under water.
	-03 Annunciator Test (TST Button)				
	-03.10	C	1	0	May be inoperative provided: a) Remote annunciator panel is installed and operative.
	-03.20	C	1	0	May be inoperative provided: a) Marker audio is operative and used.
	-04 Sensitivity Selector/Button/ Annunciator	C	1	0	May be inoperative provided: a) Procedures do not require use.
	-05 Audio Selector/Mute (MKR-MUTE Button or Annunciator)				May be inoperative provided marker audio is operative and used.

					<p>May be inoperative provided procedures do not require marker audio.</p> <p>(continued on the next page)</p>
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FOR TRAINING PURPOSES ONLY

ATA CHAPTER 34
NAVIGATION

Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
14	Marker Beacon (KMA 24) (Continued)				
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "MARKER BEACON or MARKER BEACON ANNUNCIATOR INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
15	Weather Radar/Thunderstorm Detection Equipment	C	1	0	May be inoperative provided: a) The flight is not begun under IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions can be detected with airborne radar equipment may reasonably be expected along the route to be flown.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "WX RADAR INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
16	Radar Altimeter (if installed)				
	-01	A	1	0	(M) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) System is deactivated and secured, and c) Repairs are made within 2 flight days
	NOTE: Category A and D items CANNOT be extended				
	-02	C	1	0	May be inoperative provided: Approach procedures do not require its use.
MAINTENANCE PROCEDURE: 1. Deactivate the system by pulling and tie-wrapping the "RADIO ALT" 5 amp circuit breaker. 2. Make an appropriate entry in the aircraft discrepancy record.					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "RADAR ALTIMETER INOPERATIVE".					

ATA CHAPTER 34 NAVIGATION								
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions			
17	Distance Measuring Equipment (DME) NOTE: Category A and D items CANNOT be extended	D	1	0	May be inoperative provided: a) Operations are conducted below 24,000 feet MSL.			
	MAINTENANCE PROCEDURE: No Procedures Required							
	OPERATIONAL PROCEDURE: No Procedures Required							
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "DME INOPERATIVE".							

TRAINING PURPOSES ONLY - NOT FOR OPERATIONS

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
18	ATC Transponder and Automatic Altitude Reporting Systems				
	-01	B	1	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Traffic Alert and Collision Avoidance (TCAS) is considered inoperative.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "TRANSPONDER INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
19	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used
	-01	D	1	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.
	-02	C	1	0	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.
	-03 ADS-B Squitter Transmitter	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used. One must be operative as required by 14 CFR.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: 1. For flight planning purposes, the flight crew will not file as ADS-B Compliant.					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "ADS-B INOPERATIVE".					

ATA CHAPTER 34 NAVIGATION								
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions			
20	Automatic Direction Finder (ADF) System NOTE: Category A and D items CANNOT be extended	D	1	0	May be inoperative provided: a) Procedures do not require its use,			
	MAINTENANCE PROCEDURE: No Procedures Required							
	OPERATIONAL PROCEDURE: No Procedures Required							
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "ADF INOPERATIVE".							

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
21	Global Navigation Satellite System (GNSS) Including SBASS	C	1	0	May be inoperative provided: a) Operations do not require its use, NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "GPS INOPERATIVE".				

ATA CHAPTER 34 NAVIGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
22	Data Link Jack (KLN Series)	C	1	0	
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "GPS DATA LINK JACK INOPERATIVE".				

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Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
23	Navigation Databases	C	1	0	DELETED FAA MMEL REVISION 12
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required					
PLACARDING PROCEDURE: No Placard Required					

TRAINING PURPOSES ONLY - NOT FOR OPERATIONS

ATA CHAPTER 34 NAVAGATION					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
24	KMT-112 Flux Detector	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) KA 51B slaving control and compensator unit is operational, b) Nonstabilized magnetic compass is operational, c) Pilot conducts flight with HSI selected in unslaved mode and resets HSI heading to magnetic compass heading as needed, and d) Heading flag is not displayed.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE:				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "Flux Detector Inoperative".				

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FOR TRAINING PURPOSES ONLY

Chapter 35 - Oxygen

ATA CHAPTER 35 OXYGEN					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
2	Crew Oxygen System	B	1	0	One may be inoperative provided: a) Operations are conducted below 10,000 feet MSL.
	MAINTENANCE PROCEDURE: No Procedures Required				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "OXYGEN SYSTEM INOPERATIVE".				

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Chapter 71 - Powerplant

ATA CHAPTER 71 POWERPLANT					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Inertia Separator System	C	1	0	(M) (O) May be inoperative provided: a) Separator bi-pass doors are secured in the BY-PASS, and b) Aircraft is operated in accordance with performance section of the POH/AFM.
MAINTENANCE PROCEDURE: 1. Access the engine compartment. 2. In the cockpit, pull the INERTIA SEPARATOR handle to the BY-PASS position. 3. In the engine compartment, disconnect the inertia separator tube assembly from the lever actuator on the firewall to the inertia separator bellcrank. 4. Stow the tube assembly. 5. In the cockpit, return the INERTIA SEPARATOR handle to the NORMAL position. 6. Safety wire the inertia separator bellcrank to the lever actuator. 7. Make an appropriate entry in the aircraft discrepancy report.					
OPERATIONAL PROCEDURE: 1. The flight crew shall review the POH/AFM performance section for takeoff and landing performance with the inertia separator in the BY-PASS position to ensure adequate field length is available.					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "INERTIA SEPARATOR INOPERATIVE".					

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Chapter 73 – Engine Fuel and Control

ATA CHAPTER 73 ENGINE FUEL AND CONTROL					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Fuel Flow Indicator	C	1	0	One may be inoperative provided: a) Left and right fuel quantity indicators are operative.
	MAINTENANCE PROCEDURE: No Procedures Required 				
	OPERATIONAL PROCEDURE: No Procedures Required				
	PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "FUEL FLOW INDICATOR INOPERATIVE".				

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Chapter 80 - Starting

ATA CHAPTER 80 STARTING					
Sys/S eq	ITEM	Cat	No. Inst	No Req	Remarks/Exceptions
1	Starter/Generator Speed Sensor (Non G1000) NOTE: Category A and D items CANNOT be extended	A	1	0	(O) May be inoperative for up to ten starts provided: a) Starter switch is turned OFF when Ng obtains a minimum of 52% Ng, b) STARTER ENERGIZED annunciator is monitored in accordance with the POH/AFM Starting Engine Normal Procedures. c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts.
MAINTENANCE PROCEDURE: No Procedures Required					
OPERATIONAL PROCEDURE: No Procedures Required <div data-bbox="544 1249 1177 1486" data-label="Image"> </div> <ol style="list-style-type: none"> Flight crew shall review the START ENGINE (Battery Start) POH/AFM Normal Procedure. During the engine start sequence, ensure that the STARTER switch is OFF after the engine obtains a minimum of 52% Ng and ensure that the STARTER ENGAGED annunciator is OFF. Make an appropriate entry in the aircraft logbook recording each engine start to a maximum of 10 starts. 					
PLACARDING PROCEDURE: Place a placard in full view of the flight crew stating, "STARTER SPEED SWITCH INOPERATIVE".					

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