MINIMUM EQUIPMENT LIST

CESSNA CARAVAN 208/208B

Rev. No.: 04

April 2021

PT. Smart Cakrawala Aviation

SCA/OPS/1-005

PT.SCA

OPERATION

MEL CESSNA 208/208B

MANUAL

01

LIST OF EFFECTIVE PAGES

This Minimum Equipment List Manual Cessna Caravan 208/208B refer to FAA MMEL Rev.11a dated 12 October 2016.

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This Minimum Equipment List Manual Cessna Caravan 208/208B refer to FAA MMEL Rev.11a dated 12 October 2016.

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ATA 27	**FLIGHT CONTROL**	27 – 1	01	August 2020
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ATA 28	**FUEL SYSTEM**	28 – 1	01	August 2020
ATA 30	**ICE AND RAIN PROTECTION**	30 – 1	01	August 2020
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ATA 32	**LANDING GEAR**	32-1	00	April 2018
ATA 33	**LIGHTS**	33 – 1	01	August 2020
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ATA 52	**DOORS**	52 – 1	01	August 2020
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ATA 73	**ENGINE FUEL & CONTROL**	73 – 1	01	August 2020
ATA 80	**STARTING**	80 – 1	01	August 2020

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PT. SMART CAKRAWALA AVIATION	
CAPT. JAHRON BURHANI **OPERATION MANAGER**	**ANDREAS HERYANSYAH** **TECHNICAL MANAGER**
D G C A	
CAPT ALFIN BASTIAN FIRDAUS **PRINCIPAL OPERATIONS INSPECTOR**	**BALEO ABDULRAHMAN** **AIRWORTHINESS INSPECTOR**

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02	Sept 2019	1.10 APPLICABILITY AIRCRAFT	1-12	Added PK-SNR
03	August 2020	1.9.3 Distribution List	1-11	Added PK-SNV and PK-SNX
03	August 2020	1.10 APPLICABILITY AIRCRAFT	1-12	Added PK-SNV and PK-SNX
03	August 2020	ATA 25-02	25-2	Change number installed from 3 to 1
03	August 2020	ATA 25-02-10	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-30-03	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-03-10	25-3	Deleted due to Not Applicable
03	August 2020	ATA 25-03-20	25-3	Deleted due to Not Applicable
03	August 2020	ATA 25-20-02	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-02-20	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-02-30	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-02-40	25-2	Deleted due to Not Applicable
03	August 2020	ATA 25-40-01	25-4	Deleted due to Not Applicable
03	August 2020	ATA 25-50-01	25-4	Deleted due to Not Applicable
03	August 2020	ATA 25-50-02	25-5	Deleted due to Not Applicable
03	August 2020	ATA 27-03	27-1	Deleted due to Not Applicable
03	August 2020	ATA 28-40-01	28-1	Deleted due to Not Applicable
03	August 2020	ATA 30-10-01	30-1	Deleted due to Not Applicable
03	August 2020	ATA 30-01	30-1	Change number installed from 0 to 1
03	August 2020	ATA 30-00-01	30-1	Deleted due to Not Applicable
03	August 2020	ATA 30-01-01	30-1	Deleted due to Not Applicable
03	August 2020	ATA 30-01-20	30-1	Deleted due to Not Applicable
03	August 2020	ATA 30-20	30-1	Deleted due to Not Applicable

03	August 2020	ATA 30-10-01	30-1	Deleted due to Not Applicable
03	August 2020	ATA 30-02	30-2	Deleted due to Not Applicable
03	August 2020	ATA 31-20-01	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-20-03	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-30-01	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-30-02	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-30-03	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-50-04	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-50-05	31-1	Deleted due to Not Applicable
03	August 2020	ATA 31-50-06	31-1	Deleted due to Not Applicable
03	August 2020	ATA 33-10-02	33-1	Deleted due to Not Applicable
03	August 2020	ATA 33-03	33-1	Deleted due to Not Applicable
03	August 2020	ATA 34-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-20	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-14-02	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-20	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-16-02-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-16-02-20	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-16-03	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-21-03-02	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-21-04	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-22-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-01-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-02-10	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-02-20	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-02-01	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-24-02-02	34-1	Deleted due to Not Applicable
03	August 2020	ATA 34-18-01	34-2	Deleted due to Not Applicable
03	August 2020	ATA 34-02	34-2	Deleted due to Not Applicable
03	August 2020	ATA 34-21-04	34-2	Change number installed from 2 to 1, from

				1 to 0
03	August 2020	ATA 34-01	34-2	Deleted due to Not Applicable
03	August 2020	ATA 34-10	34-2	Deleted due to Not Applicable
03	August 2020	ATA 34-20	34-2	Deleted due to Not Applicable
03	August 2020	ATA 34-01	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-10	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-20	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-34-01	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-34-02	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-07	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-08	34-3	Deleted due to Not Applicable
03	August 2020	ATA 34-57-02	34-8	Deleted due to Not Applicable
03	August 2020	ATA 34-60-02	34-9	Deleted due to Not Applicable
03	August 2020	ATA 34-01	34-9	Deleted due to Not Applicable
03	August 2020	ATA 35-00-01	35-1	Deleted due to Not Applicable
03	August 2020	ATA 35-10	35-1	Deleted due to Not Applicable
03	August 2020	ATA 35-20	35-1	Deleted due to Not Applicable
03	August 2020	ATA 35-30-01	35-1	Deleted due to Not Applicable
03	August 2020	ATA 35-00-01-10-01	35-1	Crew Oxygen System (PK-SNP, PK-SNV, PK-SNH, PK-SNK, PK-SNM)
03	August 2020	ATA 35-20-01	35-1	Oxygen System (Excluding Crew) (PK-SNN, PK-SNM, PK-SNK)
03	August 2020	ATA 37	35-1	Deleted due to Not Applicable
03	August 2020	ATA 38	38-1	Deleted due to Not Applicable
03	August 2020	ATA 52-30-02-01	52-1	Add Cargo pod door key lock : 4 (four) doors on PK-SNS, PK-SNP, PK-SNV, PK-SNH, PK-SNR
03	August 2020	ATA 52-30-02-02	52-1	Add Cargo pod door key lock : 3 (three) doors on PK-SNN, PK-SNM, PK-SNK
03	August 2020	ATA 73-20-01	73-1	Deleted due to Not Applicable
03	August 2020	ATA 73-20-02	73-1	Deleted due to Not Applicable

03	August 2020	ATA 73-20-03	73-1	Deleted due to Not Applicable
03	August 2020	ATA 73-20-05	73-1	Deleted due to Not Applicable
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03	August 2020	ATA 77	77-1	Deleted due to Not Applicable
03	August 2020	ATA 80-02	80-1	Deleted due to Not Applicable
03	August 2020	ATA 80-00-01-01	80-1	Deleted due to Not Applicable
04	April 2021	1.9.3 Distribution List	1-11	Added PK-SNW & PK-SNG
04	April 2021	1.10 APPLICABILITY AIRCRAFT	1-12	Added PK-SNW & PK-SNG

RECORD OF REVISIONS

Revision Number	Pages Affected	SUBJECT	Effective Date	Inserted Date	Signature
01	1-4	1.3 RECTIFICATION COMPLIANCE PROCEDURES	April 2019		
01	1-7	1.6 MAINTENANCE ACTION	April 2019		
01	1-10	1.9.2 Record of Revisions	April 2019		
01	1-11	1.9.3 Distribution List	April 2019		
01	1-12	1.10 APPLICABILITY AIRCRAFT	April 2019		
02	1-11	1.9.3 Distribution List	September 2019		
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03	25-2	ATA-25 Equipment/ Furnishing	August 2020		
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03	34-8	ATA-34 Navigation	August 2020		
03	35-1	ATA-35 Oxygen	August 2020		
03	52-1	ATA-52 Doors	August 2020		

03	73-1	ATA-73 Engine fuel Control	August 2020		
03	80-1	ATA-80 Starting	August 2020		
04	1-12	APPLICABILITY AIRCRAFT	April 2021		

MANUAL DISTRIBUTION LIST

CONTROL NO.	ASSIGNMENT (Title of Organization)	REMARK
01	LIBRARY	MASTER
02	PK-SNK	Hard Copy
03	PK-SNS	Hard Copy
04	PK-SNN	Hard Copy
05	INDONESIAN DGCA	Soft Copy
06	DIRECTOR	Soft Copy
07	OPERATION MANAGER	Soft Copy
08	TECHNICAL MANAGER	Soft Copy
09	CHIEF PILOT	Hard Copy
10	CHIEF INSPECTOR	Hard and Soft Copy
11	BASE OPERATION	Hard and Soft Copy
12	PK-SNP	Hard Copy
13	PK-SNM	Hard Copy
14	PK-SNR	Hard Copy
15	PK-SNV	Hard Copy

PREAMBLE

The following is applicable for authorized certificate holders operating under CASR Parts 135 CASR 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.

The DGCA approved MMELs for aircraft which Indonesia holds responsibility as state of design, and MMELs accepted which have been approved by a foreign state of design includes; those items of equipment related to airworthiness, operating regulations and other items of equipment which the DGCA finds may be inoperative and yet maintain an acceptable level of safety. The acceptable level of safety may be achieved by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the DGCA. 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 CASR 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.

PREAMBLE

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 CASR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the DGCA 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, a Maintenance Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by CASR. 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.

1. DEFINITIONS

1. **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.

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

   Repair Category - See definition #19 below.

   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.

   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.

   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.

   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.

   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.

   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.

2. **Aircraft Flight Manual (AFM)**- The DGCA-approved AFM is the document approved by the responsible DGCA 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. The DGCA requires an approved flight manual for aircraft type certification.

3. **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.

4. **Continuing Authorization – Single Extension** - An aircraft operator who has the authorization to use an DGCA-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.

5. **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.

6. **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.

7. **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.

8. **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.

9. **Excess Items** - Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the CASR.

10. **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.

11. **Icing Conditions** – Icing conditions is an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

12. **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).

13. **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).

14. **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.

15. **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.

16. **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).

17. **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.

18. **Repair Category** - All users of an MEL approved under parts 135 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):

    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, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.

    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.

    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.

    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.

19. **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.

20. **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.

21. **Visual Flight Rules (VFR)** - VFR is as defined in CASR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

22. **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.

23. **(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.

24. **(O)** - This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

25. **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.

POLICY AND PROCEDURES

The following Policy and Procedures will be adhered to by PT Smart Cakrawala Aviation in the use of this Minimum Equipment List, (MEL):

1. It is the Pilot-in-Command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of the MEL.
2. All items related to the airworthiness of the aircraft and not included on the MEL are required to be fully and properly operative.
3. If an inoperative item requires a maintenance procedure, that procedure must be accomplished and recorded prior to flight.
4. When the discrepancy is corrected, the mainte1nance person performing the maintenance will record it in the applicable aircraft maintenance records.
5. Inoperative items allowed by the MEL must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection. If the inspection is progressive or continuous, the discrepancy must be corrected whether or not the discrepancy is on a part or system required to be inspected as part of that particular inspection segment.
6. An item, which is inoperative, but required by special flight conditions, will be repaired before operating in those conditions.
7. The Pilot-in-Command will ensure that all discrepancies are recorded in the Aircraft Discrepancy Log Sheet.
8. The portion of the record containing the discrepancy records must be on board the aircraft during operation so that the Pilot-in-Command may be aware of any inoperative instruments or equipment.
9. Procedures outlined, such as pulling and tie-wrapping circuit breakers may be performed by a Flight Crewmember, however if the procedure requires specialized tools, training or appropriate licenses, it must be performed by a qualified individual.
10. PT Smart Cakrawala Aviation operate Day VFR only.

1. MEL MANAGEMENT PROGRAM

1.1. GENERAL

By authorization of the Minimum Equipment List (MEL), the DGCA of Indonesia permits dispatch of the aircraft for revenue and training flights with certain items or components inoperative provided an acceptable level of safety is maintained by appropriate operation, by a transfer of function to another operating component, or by reference to other instruments providing the required information.

Notes:

The provisions of the MEL are applicable until the aircraft commences the flight. The moment the aircraft starts its takeoff roll, it is usually considered that the flight has commenced. This means that MEL does not apply.

However, the decision to fly is left to the PIC who may decide operational or even economical reason to repair the aircraft at the departure airport.

1.2. USE OF THE MINIMUM EQUIPMENT LIST

As a general rule, all types of flight operations should be carried out strictly in accordance with the provisions issued by D.G.C.A. concerning the continued safe flight operations. C.A.S.R. Part 135 includes operation rules for the non-scheduled air transport, covering all requirements to be met by operators, such as aircraft requirements, instrument and equipment requirements, special operations requirements, radio apparatus requirements, operations personnel requirements and flight limitations.

Experience, however, has proven that there are some cases or situations where some of the requirements for flight operation by no means can be met, and it is understandable that with the various redundancies designed into the aircraft. It may not be necessary for every system or component installed on the aircraft to be operational when certain minimum operative instrument and equipment are provided for continued safe operations. Realizing this fact, it is necessary to prepare a D.G.C.A approved Minimum Equipment List (M.E.L) for each particular type of aircraft operated by PT. Smart Cakrawala Aviation, which means that under certain conditions an aircraft can be flown with some instruments or equipment inoperative, otherwise an uninterrupted operation in order to improve utilization and thereby provide more convenient and economic operation of the aircraft while an acceptable level of safety can be maintained.

The M.E.L. authorizes flight operations with some inoperative instrument, equipment and components provided that some acceptable level of safety is maintained. On the order hand, the M.E.L. also can be interpreted that for the sake of safety considerations there has to be some instruments, equipment or components which must be operative at all times and never be subjected to negligence.

The Minimum Equipment List (M.E.L) is designed to provide an operator of an aircraft with the list of instruments, equipment and components installed in aircraft which must be operative. It also consists of instruments, equipment and components installed in aircraft with some remarks on their status and limitations.

PT. Smart Cakrawala Aviation can use the M.E.L. as a guideline to determine that the aircraft is still safe to be flown under certain conditions or certain type of flight operations, although some of the instruments, equipment or components are inoperative, by judging whether the types of flight is within appropriate operating limitations; the function of inoperative instrument, equipment or component can be transferred to another instrument, equipment or components, or reference to the other instrument, equipment or components can provide the required information. Exposure to additional failures during continued operation with inoperative instruments, equipment or components must also be considered in determining that an acceptable level of safety is being maintained.

For the sake of simplicity and straightforward in nature, the M.E.L. does not include the obviously required items such as rotors, power train system flight control system, engines, landing gear etc. As the name implies, the M.E.L. also does not include items which are not in airworthiness nature, such as passenger convenience items,

entertainment system etc. All items which are related to the airworthiness of the aircraft, except the obviously required items stated above, should be included in the M.E.L., however, if there are some items(s) related to airworthiness of the aircraft which are not included in the M.E.L. found inoperative, the aircraft shall not be operated until some measure of rectification has been taken to get such items operative. It should be noted that the M E L. is not intended to be used as justification for the continued operations of the aircraft for an indefinite period of time with installed instrument, equipment or component inoperative. From this point of view, the MEL can be assumed only as an instrument used by operator of the aircraft to make a judgment whether the aircraft is airworthy when he meets certain conditions of the aircraft or when he is planning to exercise some type of flight operations. Therefore, it is important that the rectification be made at the very first opportunity, since there will always be a possibility to get into the situation where additional failures could render the aircraft un-airworthy.

The MEL, Specifies the minimum instrument, equipment or components for operations under VFR Day. It should be note that whenever an instrument, equipment or system is required in the MEL, all components of such item, equipment or system are also required unless such component are specifically authorized to be inoperative in the MEL.

It is important to note that:
ALL ITEM WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

1.3. 1RECTIFICATION COMPLIANCE PROCEDURES

Deferment

All items found during Flight Operations or Maintenance inspections shall be rectified at first opportunity. In case rectification cannot be carried out at first opportunity due to lack of spare parts, tools or facilities, etc., M.E.L should be consulted with authority to determine whether it can be deferred or extended.

In the event of a failure during flight, the pilot in command must ensure that the malfunction item(s) is deactivated and the operating limitations observed.

If the rectification of the inoperative system, component or equipment could be deferred, the discrepancy then shall be written-up in the maintenance logbook as deferred and listed on the deferred discrepancy list of said maintenance logbook and transfer to DMI. Procedure related authorized personnel maintenance ref Chapter 9 Company Authorization Card and Appendix C- Company Maintenance Manual.

If any item found directly related to the airworthiness of the aircraft but, for some reason, not included on the M.E.L., the aircraft shall not be operated until some measure of rectification has been taken to get such items operative.

Rectification

Rectification of item(s) found inoperative during flight or maintenance operation shall be recorded in the maintenance logbook.

In clearing the previously deferred discrepancy, the discrepancy must be reentered in the maintenance logbook and noted as having been reentered from the deferred discrepancy list for the purpose of rectification. The maintenance personnel will then complete the appropriate sign-off in the maintenance logbook and update the discrepancy list.

Rectification of any item which can be deferred in accordance with this M.E.L. must be carried out at the specified time interval set forth in this M.E.L. However, if the deferred item cannot be rectified within the specified time limit, Chief Inspector could review the case and extend the time limit as required.

1.4. CRITERIA FOR DISPATCH

The PIC of an aircraft is directly responsible, and the final authority for, the operation of that aircraft, as well assure that multiple MEL items inoperative.

Before dispatching an aircraft with multiple MEL items inoperative, it shall be checked that any interface or interrelationship between inoperative items will not result in degradation in the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems that good judgment, based on the circumstances of the case including climatic and route conditions must be used.

1.5. CREW ACTION

Aircraft Dispatch

Whenever malfunctions are not completely cleared prior to dispatch, the flight crew shall verify whenever a dispatch is permitted according to the MEL.

Even if new malfunctions fall into the repair interval category **"A"** and immediate maintenance action is not required, the crew nevertheless shall inform maintenance as soon as possible.

Completion of Flight

Malfunctions encountered during last fight shall be checked whether they fall into the repair interval category "A". If so, the MEL reference shall be entered in the AML. These "A" category items and any items required to be operative for all flight ("no-go items) shall be reported to maintenance as soon as possible.

With the approved Operation Specifications;

1. **Category A**

   Items in this category will be repaired as specified in the "Remarks" column of the aircraft approved MEL.

2. **Category B**

   Items in this category will be repaired within three consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft Maintenance log or record.

3. **Category C**

   Items in this category will be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log or record.

4. **Category D**

   Items in this category will be repaired within 120 consecutive calendar days (four months) excluding the calendar day the malfunction was recorded in the aircraft maintenance log or record.

1.6. MAINTENANCE ACTION

The MEL is intended to permit operation with equipment inoperative for that period necessary to organize repairs.

The MEL definitely is not intended as a tool for prolonged or even permanent operation of aircraft in a configuration deviating from certification status.

Therefore, every effort shall be made by maintenance to correct all Maintenance irregularities as early as practicable and that the aircraft is released from maintenance base in fully operation condition so that the effected aircraft can be returned to its certification status. In order to maintain this level, the MEL establishes limitations on the duration of operation with operative equipment (see DEFINITIONS, “Repair Interval Categories”, and REPAIR INTERVAL OVERRUN).

The decision of the PIC to comply with the appropriate MEL requirement and to postpone maintenance activity will supersede any other intention. The PIC shall be informed by maintenance as soon as practicable, should it be impossible to repair inoperative equipment prior to departure.

Whenever an aircraft is released by maintenance for dispatch with equipment inoperative, the following is required:

The Aircraft Flight and Maintenance Log (AFML) aboard the aircraft shall contain a detailed description of the inoperative equipment including the repair interval category from the MEL, the MEL reference (e.g. “21-1”), the time of AFML sign-off, special advice to the flight crew, and if necessary, information about corrective action taken.

When they are accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative equipment shall be clearly placarded (ref to Company Maintenance Manual 8.1.6 Maintenance Responsibilities Point D.)

If inadvertent operation could produce a hazard, such equipment shall be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

All Maintenance procedures related to RII refer to PT Smart Cakrawala Aviation Maintenance Program Cessna Caravan 208/208B Chapter 3.2 RII Procedures.

1.7. MEL EXTENSION REPAIR INTERVAL.

In exceptional cases, exceeding of any repair interval is unavoidable; it is permitted (basically) for one-time extension of the applicable interval for the same duration. However, in case of the required part are not immediately available or other factors beyond the control of the Company, the aircraft may be returned to schedule provided Maintenance Department shall issue MEL Extension Repair Interval and approved by Chief Inspector and Notify DGCA - PMI.

Refer to Authorizations, Conditions and Limitations (ACL) D95, PT. Smart Cakrawala Aviation may issue MEL Extension Repair Interval for **one time only** as specified at the MEL Category with these following conditions:

- Approved by Chief Inspector.
- Obtain an estimate delivery date of part from the supplier / vendor in the MEL Control form.
- Make coordination with Operation Department for further repair schedule.
- Attach the MEL Extension Repair Interval Form in to the Aircraft Flight and Maintenance Log.

This repair time Mel Extension Repair Interval valid for Category B & C.

1.8. MANUAL CONTROL SYSTEM

1.8.1. Policy

Each Minimum Equipment List will have a control number and assignment entry on the manual cover page. A master list containing the manual number, location and revision status will be kept by Chief Pilot.

1.8.2. Page Control System

a. Record of Revision

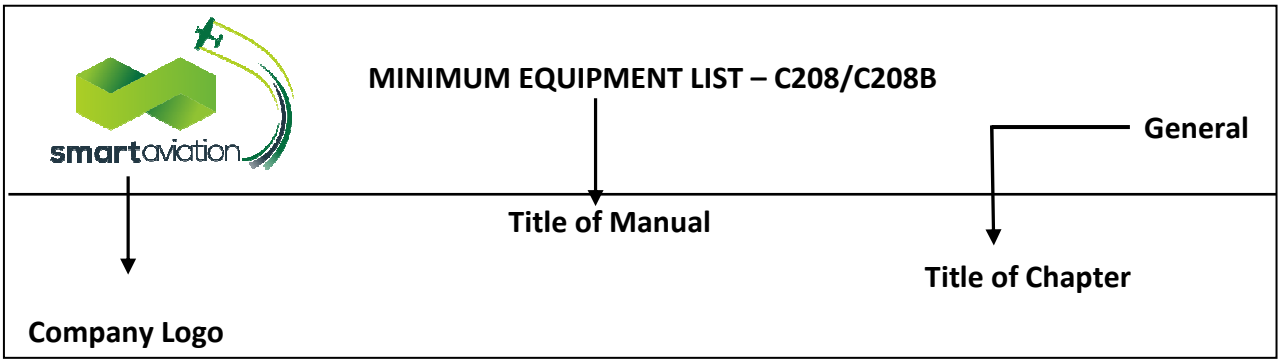
Designed to quickly identify the current revision status of the manual.

b. List of Effective Pages

Designed to provide a summary listing of all applicable pages and the revision date for the entire manual

c. Page Format

Top of the Page



Bottom of the Page

1.REVISION NO	**2. PAGE : 1-1**
3.SCA/OPS 2-001	
4.April 2018	

REMARK:

1. Revision Number
2. Section 1. Page 1
3. Company Manual Control Number
4. Date Of Issuance

1.9. MANUAL REVISION AND DISTRIBUTION PROCEDURE

1.9.1 Revision Procedures

a. Revision to the Minimum Equipment List is the responsibility of Chief Pilot. The revisions are made on an as needed or as required basis to correct, add to, and/or more clearly define policies, procedures, methods, and techniques and to reflect new or revised procedures. All revisions will be submitted base on a manual change request and forwarded to Quality Publications.

b. Whenever revisions are made, Chief Pilot shall route them to the holders of manuals. The responsibility for inserting revisions is the direct responsibility of the manual holder.

c. A vertical bar will be placed on the left hand margin of each page to indicate changes.

d. If the only change was to the page number a vertical bar will be placed in the left hand margin next to the revision number.

e. Chief Pilot and Operation Manager will periodically review the Minimum Equipment List with current Master Minimum Equipment List. Operation Manager will coordinate with Chief Pilot for reviewing the chapters related to the MMEL revision issued.

f. This manual and revision will be approved by the Chief Pilot, and forward to DGCA for approval. Upon approved by DGCA, sufficient copies will be made and distributed the revision page to each manual holder.

g. Upon receipt of a revision, each manual holder shall responsible for inserting the revised pages on the manual, record of revision on the manual, and the superseded will return to Chief Pilot

h. A list of effective pages will be issued with each revision so each manual can be checked and kept current.

1.9.2 Record of Revisions

"Keep the Minimum Equipment List up to date by inserting revisions immediately"

Revisions for the Minimum Equipment List will be distributed with transmittal form containing instructions for inserting and/ or removal of pages (Appendix Form-OM Part A SCA-OPS-010 MANUAL REVISION REQUEST FORM).

The transmittal form is numbered consecutively and upon receipt and filling, the date of insertion and the name of the person filling it shall be entered to the corresponding number in the record below.

The list of effective pages will be included in order to continuously check at any time whether the Minimum Equipment List updated. The list of effective pages will be revised upon revision with each page.

1.9.3 Distribution List

The Minimum Equipment List shall be distributed to all personnel involved and responsible for Operation and Maintenance Department activities as the Controlled Copy. Other personnel may obtain copy of this Minimum Equipment List from Chief Pilot but will not receive the revisions. "Uncontrolled Copy" stamp will be provided in the selected pages manual copy.

Chief Pilot will distribute this Minimum Equipment List to the listed functions below:

List of Minimum Equipment List holders:

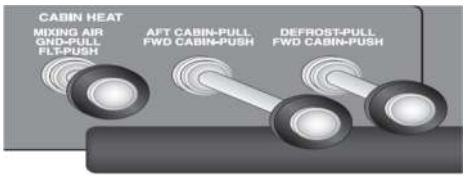
No.	MEL Holder
001	LIBRARY
002	PK-SNK
003	PK-SNS
004	PK-SNN
005	INDONESIAN DGCA
006	PRESIDENT DIRECTOR
007	OPERATION MANAGER
008	TECHNICAL MANAGER
009	CHIEF PILOT
010	CHIEF INSPECTOR
011	BASE OPERATION
012	PK-SNP
013	PK-SNM
014	PK-SNR
015	PK-SNV
016	PK-SNH
017	PK-SNW
018	PK-SNG

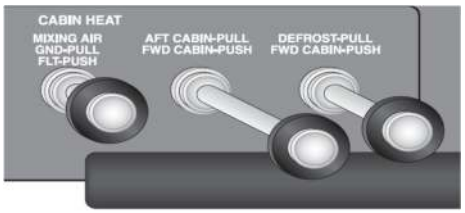
1.10. APPLICABILITY AIRCRAFT

This Minimum Equipment List is applicable for the following aircraft:

No.	A/C Type	A/C Serial Number	Reg. Mark
1.	Cessna 208 Caravan	208-0556	PK-SNN
2.	Cessna 208B Caravan	208B-3421	PK-SNS
3.	Cessna 208 Caravan	208-0609	PK-SNM
4.	Cessna 208B Caravan EX	208B-5495	PK-SNP
5.	Cessna 208 Caravan	208-00658	PK-SNK
6.	Cessna 208B Caravan EX	208B-2290	PK-SNR
7.	Cessna 208B Caravan EX	208B-5551	PK-SNV
8.	Cessna 208B Caravan EX	208B-5587	PK-SNH
9.	Cessna 208B Caravan EX	208B-5579	PK-SNW
10.	Cessna 208B Caravan EX	208B-5543	PK-SNG

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
21-AIR CONDITIONING					
-20-01	Cockpit Air Outlet	C	4	0	
-20-02	Cabin Air Outlet				
	- PK-SNH and PK-SNN	C	11	0	
	- PK-SNS	C	13	0	
-21-01	VENT AIR Fan (Aircraft not equipped with Freon/R134A Air Conditioner)	C	2	0	
-21-02	PFD Fan	C	2	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-03	MFD Fan	C	1	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-04	Deck Skin Fan				
-01		C	2	1	
-02		C	2	0	(O) May be inoperative provided: a) Aircraft is operated in accordance with POH/AFM limitations, b) Flight planning procedures account for operational temperature limitations, c) GIA 1 or 2 COOLING is not displayed, d) PFD 1 or 2 COOLING is not displayed, and MFD COOLING is not displayed.
OPERATIONAL PROCEDURE 1. The flight crew must review the POH/AFM for limitations associated with inoperative fans. 2. Prior to operation, the flight crew must make sure that the ambient temperature for takeoff and landing does not exceed the limitations. 					
-22-01	Aft/ Fwd Cabin Distribution Valve				

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
21-AIR CONDITIONING					
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, 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 valve is secured in the forward position. NOTE: With Cabin Distribution Valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat.
MAINTENANCE PROCEDURE 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. 1. Push the Cabin Heat Selector knob to the FWD Cabin position. 2. Disconnect and stow the actuating cable and secure the Cabin Distribution valve to the forward position. 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. 5. Using POH/AFM Normal Procedures, power down aircraft.  					
-22-02	Defrost/ Fwd Cabin Air Distribution Valve				
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, 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 valve is secured in the defrost position.

ATA SYSTEM SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS & EXCEPTIONS				
21-AIR CONDITIONING					
MAINTENANCE PROCEDURE Refer to the most current revision of the Cessna 208 Maintenance Manual, Chapter 21, Section 21-22-00 Heating & Defrosting-Maintenance Practices, for system location and access. 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. Position the aircraft in a suitable run-up area and chock both main landing gear. 5. Using POH/AFM Normal Procedures start the engine and allow to stabilize. 6. Verify heated airflow through the defrost vents. 7. Using POH/AFM, power down aircraft.  					
-41-01	Mixing Air Valve (Except for STC SA02291AK)				
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and Crew has means to clear windshield of moisture.
-02		C	1	0	(M) May be inoperative provided system is secured in flight mode.

ATA SYSTEM SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS

21-AIR CONDITIONING

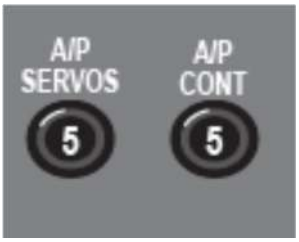
MAINTENANCE PROCEDURE

1. Push the MIXING AIR knob to FLT.
2. Disconnect and stow the actuating cable and secure the mixing valve to the FLT position.
3. Position that aircraft in a suitable run-up area and chock both of main landing gear.
4. Make sure the propeller area is clear.
5. Using POH/AFM, start the engine and allow to stabilize.
6. Verify heated air is coming from the cabin area.
7. Using POH/AFM, power down aircraft.

-50-01	Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.

MAINTENANCE PROCEDURE

1. Pull and secure the AIR COND circuit breaker.
2. Access the engine compartment.
3. Disconnect, bag and stow all electrical connectors from the air conditioner compressor.
4. Release the tension on the compressor by loosening the nut and bolt at the bottom of the support plate.
5. Remove the clips from the turnbuckle and loosen.
6. Remove the nut, bolt and washer from the bottom of the support plate.
7. Remove the belt from the compressor and stow.
8. Reinstall the support plate hardware.
9. Adjust the turnbuckle to prevent the compressor from moving and reinstall clips.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
22-AUTOFLIGHT					
-10-01	Autopilot	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, and b) En-route procedures & approach minimums do not require use of autopilot system.
MAINTENANCE PROCEDURE Pull and secure the appropriate autopilot circuit breaker.  					
-10-02	Yaw Damper	C	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw damper is deactivated.
MAINTENANCE PROCEDURE Pull and secure the appropriate autopilot circuit breaker.  					
-10-03	Autopilot/ Trim Disconnect Function (Red Yoke A/P DISC TRIM INTER Button)				
-01		C	2	1	One may be inoperative provided disconnect button is operative on flying pilot side.
-02		C	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Electric elevator trim is considered inoperative.
-10-04	Control Wheel Steering (CWS)	C	2	0	
-10-05	Go Around Button	C	1	0	May be inoperative provided: a) 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.
-13-01	Right Course Select Knob (CRS2)	C	1	0	May be inoperative provided procedures do not require its use.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
23-COMMUNICATIONS					
-00-01	Communications System (VHF)	C	2	1	One may be inoperative provided HF communication is operative
-00-02	Flight Phone/Satcom System	D	1		May be inoperative provided procedure do not require its use.
-01	Cockpit Handset	D	1	0	
-02	Cabin Handset				NOT INSTALLED
-00-03	Control Yoke Press To Talk Switch (MIC)	C	2	1	May be inoperative provided hand microphone is operative.
10-01	High Frequency (HF) Communication System	C	1	0	May be inoperative provided the flight is covered by VHF communication facility.
-01	Wire Antenna	C	1	0	M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of the antenna is removed, and c) High Frequency (HF) communication system is considered inoperative.
Maintenance Procedures: 1) If damage is found during inspection, contact Cessna Customer Support Structures Team for aircraft evaluation. 2) Remove all electrical power from the aircraft. 3) Disconnect the HF antenna at the tension point on the vertical tail 4) Cut the HF antenna flush with at the remaining attached points. 5) Remove the HF antenna form the aircraft. 6) Secure the appropriate HF system circuit breakers prior to aircraft operation					
-12-01	Panel Mount FM Transceiver				NOT INSTALLED
-20-01	Datalink (Satellite Radio and Weather)				NOT INSTALLED
-40-01	Passenger Address (PA) System				
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any function(s) that operate normally may be used.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
23-COMMUNICATIONS					
OPERATIONAN PROCEDURE 1. During Normal, Abnormal and/or Emergency situations or checklists requiring use of PA system, a crew member must face the passengers from the cockpit and make the appropriate announcements/instructions for the situation. 2. A crew member must orally brief passengers on any items they would normally use the PA system to brief.					
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
50-02	Flight Deck Headsets Earphone/ Headphones and Boom Microphones				Not Installed
-20	Headset Earphones/Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
-02	Active Noise Canceling/Reduction Function				Not Installed
50-03	Headset Audio System	C	2	0	May be inoperative provided associated cockpit speaker is operative
50-04	Hand Microphone	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-01	Hand Microphone Jack	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-02	Hand Microphone Holder	C	1	0	(O) May be inoperative provided microphone is secured by bracket.

Operational Procedures:

Prior to flight, a member of the flight crew must make sure that the hand held microphone is secured in a manner that will not interfere with aircraft operations. One method could be to utilize the velcro strip on the control yoke (if installed).

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS & EXCEPTIONS			
23-COMMUNICATIONS					
-50-05	Cockpit Speakers System (Including Audio Amp)	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) Headset is used for associated inoperative speaker including during emergency procedures.
-50-07	Audio Panel (KMA 24 or KMA 24H)				Not Installed
-01	Speaker Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)				Not Installed
-10					Not Installed
-20					Not Installed
-02	Phone Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)				Not Installed
-03	Auto Source Selector (Speaker and Phone or SPKR AUTO Knob)				Not Installed
-04	Mic Selector (TEL, HF, COM 1, COM 2, INT, EXT, EMG, 1, 2, 3, 4, 5, PA Position) Audio Panel (KMA 24 or KMA 24H)				Not Installed
-05	Intercom Squelch Control (VOX)				Not Installed
-50-08	Audio Panel (GMA 340/347)				Not Installed
-01	Audio Selector (COM 1, COM 2, COM 3, NAV 1, NAV 2, DME, ADF, ADF 1, ADF 2, TEL Button or Annunciator)				Not Installed
-02	Mic Selector (COM 1 MIC, COM 2 MIC, COM 3 MIC, PA Button or Annunciator)				Not Installed
-03	Speaker Selector (SPKR Button or Annunciator)				Not Installed

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
23-COMMUNICATIONS					
-04	Split Comm Selector (COM 1/2 Button or Annunciator) Audio Panel (GMA 340/347)				Not Installed
-05	Intercom Selector (PILOT, CREW Button or Annunciator) (Failed with at least one station isolated)				Not Installed
-10					Not Installed
-20					Not Installed
-50-09	Audio Panel (GMA 1347)				Eff: All Aircraft installed with G1000
-01	Copilot Side	C	1	0	May be inoperative provided procedures do not require its use
-02	Mic Selector (COM1 MIC, COM2 MIC, MIC, PA Button)	C	2	0	Individual selectors may be inoperative provided Procedures do not require use of associated communication system, and PA Button & COM1 MIC or COM2 MIC May be inoperative
-03	Mic Selector Annunciator (COM1 MIC, COM2 MIC, COM3 MIC)	C	1	0	May be inoperative provided crew refers to PFD frequency boxes for active transmit frequency (shown in green).
-04	Audio Selector (COM1, COM2, COM3, TEL, MUSIC, DME, NAV1, NAV2, ADF, AUX Button or Annunciator)	C	1	0	Individual selectors may be inoperative provided Procedures do not require use of associated communication system, and COM1/ COM2 & COM3 should be operative.
-06	Speaker Selector (SPKR Button or Annunciator)				Not installed
-07	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	1	0	May be inoperative provided associated squelch is acceptable to flight crew.
-08	Clearance Playback (PLAY Button)	D	1	0	
-10		C	1	0	(O) May be inoperative provided flight crew verify no stations are isolated.
-09	Intercom Selector (PILOT, COPLT Button or Annunciator)	C	1	0	May be inoperative provided aircraft is operated single pilot

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS & EXCEPTIONS			
23-COMMUNICATIONS					
OPERATIONAL PROCEDURE 1. Begin with the aircraft powered up and all avionics on. 2. A flight crew member should be seated at each station with a headphone on. At least one passenger should be seated in a passenger seat with a headphone on. 3. Starting with the pilot, make an intercom transmission. Verify it can be heard by the copilot and passenger. Repeat for the copilot and passenger. Verify the other two stations can hear the transmission. 4. If all persons can hear each transmission from each station, the intercom has failed with no stations isolated and the aircraft may be dispatched.					
-20	(Failed with at least one station isolated)	C	1	0	May be inoperative provided aircraft is operated single pilot. **NOTE**: The pilot may be unable to hear passengers through the intercom system and vice versa.
-10	Volume Control (Passenger - PASS)	C	1	0	May be inoperative provided no passengers are carried.
-10		C	1	0	May be inoperative provided no passengers are carried.
-20		C	1	0	May be inoperative provided volume is acceptable to passengers.
-11	Volume/Squelch Knob	C	1	0	May be missing provided associated control is considered inoperative.
-60-01	Static Wicks				
-01	Left Aileron	C	4	2	One may be inoperative or missing provided outermost wick is operative
-02	Right Aileron	C	4	2	One may be inoperative or missing provided outermost wick is operative
-03	Left Elevator	C	4	2	One may be inoperative or missing provided outermost wick is operative
-04	Right Elevator	C	4	2	One may be inoperative or missing provided outermost wick is operative
-05	Rudder	C	3	2	May be damaged or missing provided uppermost wick is installed and not damaged.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
24-ELECTRICAL POWER					
-10-01	Standby Alternator	B	1	0	May be inoperative provided: a) Standby Alternator power switch remains in the OFF position, b) Aircraft is not operated in known, forecast, or POH/ AFM defined icing conditions, & c) Flight is not a CASR 135 IFR passenger carrying flight.
-39-01	Cockpit 12-Volt Direct Current Power Outlet	C	1	0	(M) May be inoperative provide system is deactivated.

MAINTENANCE PROCEDURE

1. Place aux 12-volt power switch in the off position,
2. Disengage aux 12-volt power circuit breaker and secure.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
25-EQUIPMENT/ FURNISHINGS					
-10-01	Flight Crew Seat (per seat)				
-01	Seat Back Angle Adjustment	C	2	0	Maybe 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				
-20		C	2	0	(M) Maybe inoperative provided armrest is removed.
MAINTENANCE PROCEDURE NOTE: Refer to the appropriate Cessna Maintenance Manual and/or Interiors Manual for information of the individual aircraft installation. Using the appropriate seat maintenance manual, remove the affected armrest and stow					
-03	Seat Height Adjustment	C	10	0	Maybe inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-10-02	Copilot Restraint System	C	1	0	Maybe inoperative provided seat remains unoccupied.
-10-03	Crew Seat Restraint Buckle Protective Padding	D	2	0	Maybe missing or inoperative.
-10-04	Flight Deck sun-visor System	C	2	0	Maybe inoperative or missing provided sun-visor does not obstruct either pilot's field of vision.
-20-01	Passengers Seat	D	9	0	Maybe inoperative provided: a) Seat doesn't block an emergency exit, b) Seat doesn't restrict any cabin occupant access to the aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-50-01	Cargo Restraint Systems	C	4	0	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
25-EQUIPMENT/ FURNISHINGS					
OPERATIONAL PROCEDURE 1. Using the Weight and Balance section of the POH/AFM, load the aircraft according to approved loading zone and limitation data. 2. Any affected area must not have cargo loaded in that location.					
-60-01	Emergency Locator Transmitter (ELT)				
-02	Fixed ELTs				
-10		A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-03	Remote ELT Switch	C	1	0	(M) May be inoperative provided system is deactivated.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
27-FLIGHT CONTROLS					
-00-01	Trim Position Indicators (Aileron, Rudder & Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Trim is checked for full range of travel, b) Trim operation is not affected, and c) Trim is positioned to neutral prior to each departure.
MAINTENANCE PROCEDURE 1. Lock all flight controls in the neutral position and determine the "zero" reference for the affected system. 2. Using the most current revision of the 208 Maintenance Manual, check for proper rigging of the affected system: a. Aileron Trim – 27-10-02 AILERON TRIM SYSTEM b. Rudder Trim – 27-20-02 RUDDER TRIM c. Elevator Trim – 27-30-02 ELEVATOR TRIM 3. Note the neutral position of the affected system trim tab. 4. Brief the flight crew aurally and visually on the correct trim tab setting 5. Unlock the flight controls.					
OPERATIONAL PROCEDURE Prior to each flight a member of the flight crew must lock the flight controls and verify that the affected system trim tab is in the neutral position.					
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) Manual trim is operative, and c) Autopilot is considered inoperative.
MAINTENANCE PROCEDURE Pull and secure the appropriate autopilot circuit breaker. Manually run the Elevator Trim through its full range of travel and verify there are no obstructions. 					
-50-01	Flap Position Indicator	C	1	0	May be inoperative provided: a) Primary flap system is operative, and b) Flap position is visually monitored.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
28-FUEL					
-00-01	Single Point Refueling System	D	1	0	May be inoperative provided fire warning light is operative
-41-01	Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: a) Fuel Low Level Annunciation 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 a maximum of 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, forecast, or POH/ AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within 3 (three) flight days.
-41-02	Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.

OPERATIONAL PROCEDURE

1. Prior to flight, the flight crew must review fuel imbalance limitations.
2. The flight crew must brief on the loss of a low fuel quantity annunciator.
3. During aircraft operation the fuel level must be monitored to make sure that adequate fuel is available.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
30-ICE & RAIN PROTECTION					
-30-01	Pitot Heat				
MAINTENANCE PROCEDURE *Disengage and secure the "LEFT PITOT HEAT" circuit breaker.*  					
-01	Left side	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Heater is not required by CASR, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and Repairs are made within 3 flight days.
-03	Right Side (G600/G1000 Equipped Aircraft)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Aircraft is operated in accordance with POH/AFM limitations. **NOTE: R P/S HEATER** amber CAS will appear on PFD
-30-02	Stall Vane Heat	A	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Repairs are made within 3 flight days.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
31-INDICATING/ RECORDING					
-20-02	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate timer in GARMIN.

OPERATIONAL PROCEDURE

1. Record all aircraft operating time. If Zulu time is not used, make sure to include the appropriate time zone for beginning and ending operations.
2. Following each operating cycle, add the time to the aircraft log for all aircraft compliance items/requirements.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
33-LIGHTS					
-10-01	Cockpit & Instrument Lighting (Excluding button lights standby flight instrument lighting and internally lighted annunciators)	C	2	0	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight deck emergency lighting is operative.
-10-03	Wing Courtesy Light	D	2	0	
-20-01	Cabin Interior Lighting System				
-01	Passenger Configuration	C	2	0	May be inoperative provided aircraft is not operated at night.
-02	Passenger Configuration (Excluding cabin light next to the door and emergency exit lights.)	C	2	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, and b) Sufficient lighting is operative for crew to perform required duties.
OPERATIONAL PROCEDURE 1. Apply electrical power to the aircraft. 2. A member of the flight crew will turn ON all unaffected cabin lights and verify there is sufficient light to perform any required duties. 3. Remove electrical power from aircraft.					
-20-02	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established to alert cabin occupants when NO SMOKING and/or SEAT BELT are selected, and b) Scheduled operations are not conducted.
OPERATIONAL PROCEDURE A crew member shall use the PA system or turn and face the cabin occupants from the cockpit and make the appropriate announcements/instructions for the situation.					
-33-01	Cabin Light Timer	C	1	0	May be inoperative provided light control is still operative.
-40-01	Beacon Light (Upper)	C	1	0	

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-00-01	VHF Navigation Systems				
-01	VOR	C	2	0	Minimum 1 (one) is required for IFR operations
-02	ILS				
-10	Localizer	C	2	0	May be inoperative provided: a) Approach or departure procedures do not require its use, b) Associated glideslope is considered INOP.
-20	Glideslope	C	2	0	May be inoperative provided approach procedures do not require its use
-14-01	Analog Airspeed Indicator				
-02	Standby				
-10	G1000	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.
-16-01	Altitude Alerting System	C	1	0	(O) May be inoperative provided en-route operations do not require its use.
OPERATIONAL PROCEDURE 1. Crew briefings must include a reminder that the Alerting System is inoperative. 2. The flight crew will use aural callouts pertaining to approach target altitudes as assigned by ATC or depicted on approach charts.					
-16-02	Analog Altimeter				
-02	Standby				
-10	G1000	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.
-20-02	Non stabilized Magnetic Compass	B	1	0	May be inoperative provided any combinations of 3 gyros or AHRS stabilized compass systems are operative.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-10		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on the en-route portion of the flight.
-20		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
-21-03	Standby Attitude Indicator				
-01	G1000	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 (three) flight days.
-24-01	Gyroscopic Rate of Turn Indicator (Non G1000 Only)				
-25-01	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, &Autopilot is considered inoperative.
-25-02	Multi Function Display (GMX-200,Bendix-King or Equivalent)	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days
-01					
-02		D	1	0	May be inoperative provided display is not used to display TCAS or TAWS information
-03	Map (MAP)	D	1	0	May be inoperative or out of currency provided system complies with POH/AFM supplement limitations
-05	Airborne Weather Radar/Thunderstorm Detection Equipment Display (RADAR)	D	1	0	Any in excess of those required by CASR may be inoperative

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-06	Terrain Awareness (internal) (TER)	D	1	0	May be inoperative
-10		D	1	0	(O) May be inoperative provided traffic display is not used for TCAS I or TCAS II traffic display
-20		C	1	0	May be inoperative in accordance with existing TCAS MMEL relief.
-09	Weather Information Datalink (FIS)	D	1	0	May be inoperative
-10	Chartview (CHART)	D	1	0	May be inoperative or out of currency. **NOTE:** Comply with POH/AFM Limitations
-25-03	Copilot Side Primary Flight Display (PFD) (G1000 or STC SA02153LA-D Only)	B	1	0	May be inoperative for operations not requiring second in command.
-25-04	Radio Magnetic Indicator (RMI)	C	2	0	
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by CASR.
-02	Beacon Annunciator (A, O, M)				
-10		C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Marker beacon is not required by CASR
-20		C	3	0	May be inoperative provided remote annunciator panel is installed and operative
-30		C	3	0	May be inoperative provided marker audio is operative and used
-03	Annunciator Test (TST Button)				
-10		C	1	0	May be inoperative provided: a) Procedures do not require use of the marker beacon function, and b) Marker beacon is not required by CASR
-20		C	1	0	May be inoperative provided marker audio is operative and used
-04	Sensitivity (HI-LO) Selector(SENS Button)	C	1	0	

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require use of the marker beacon function, and b) Marker beacon is not required by CASR
-02	Beacon Annunciator (A, O, M)				
-10		C	3	0	May be inoperative provided: a) Procedures do not require use of the marker beacon function, and b) Marker beacon is not required by CASR
-20		C	3	0	May be inoperative provided remote annunciator panel is installed and operative
-30		C	3	0	May be inoperative provided marker audio is operative and used
-03	Audio Selector / Mute (MKR-MUTE Button or Annunciator)	C	1	0	May be inoperative provide procedures do not require marker audio
-04	Sensitivity Annunciator (HI - LO)	C	2	0	
-05	Sensitivity Selector (SENS Button)	C	1	1	
-34-03	Marker Beacon Receiver (GMA1347)				
-01	Marker Beacon Function	C	1	0	May be inoperative provided procedures do not require its use.
-02	Audio Selector / Mute (MKR-MUTE Button or Annunciator)	C	1	0	May be inoperative provided procedures do not require marker audio.
-03	High Sensitivity Selector (HI SENS Button or Annunciator)	C	1	0	May be inoperative provided procedures do not require its use.
-42-01	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	May be inoperative for: a) Day VFR operations, and b) There are no reported or forecasted thunderstorms or hazardous weather expected along the planned route including arrival airports.
-44-01	Terrain Awareness Warning System (TAWS)/ Ground Proximity Warning System Class B TAWS Equipment Required				

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-01	Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 (two) flight days.
OPERATIONAL PROCEDURE Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance.					
-10	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 (two) flight days.
OPERATIONAL PROCEDURE Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance.					
-20	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-40	Advisory Callouts	C	1	0	(O) May be inoperative provided: a) Advisory callouts not required by CASR and b) Alternate procedures are established and used..
OPERATIONAL PROCEDURE ***NOTE:****Reference FAR 91.233, FAR 135.154, TSOC151b, Pilot's Guide for the GPWS installed in aircraft. Advisory callouts include:* ***1.*** *Bank Angle (some systems).* ***2.*** *FIVE HUNDRED.* ***3.*** *Altitude callouts intended to assist in the approach phase of flight (depending on aircraft model and version).* *Advisory callouts may also be referred to as "Mode 6" or "Altitude Callouts" in the GPWS Pilots Guide. The following procedure is valid for both Advisory Callout relief provisos.* *Crew briefings must include aural callouts during approach through the use of appropriate aircraft equipment to make sure obstacle and terrain clearance. Briefing must include MDA or DH and a procedure for a crew member to call out 500 feet above airport elevation, plus any other agreed upon by the flight crew.*					
-45	Advisory Callouts	B	1	0	O) May be inoperative provided alternate procedures are established and used

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
OPERATIONAL PROCEDURE *Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance*					
-50	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
OPERATIONAL PROCEDURE 1. *Crew briefings must include aural callouts through use of appropriate aircraft equipment (airspeed, IVSI, etc.) and available weather reports for detection and prompt resolution of windshear encounter.* 2. *Prior to each takeoff and approach, crew must obtain weather reports to ensure windshear conditions are neither reported nor forecast for route of flight*					
-02	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03	Terrain Displays	C	1	0	
-04	Runway Awareness & Advisory System (RAAS)	C	1	0	
-05	Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used. **NOTE:** Any mode that operates normally may be used.
OPERATIONAL PROCEDURE *Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance*					
44-02	Radio Altimeter				
-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 two flight days
MAINTENANCE PROCEDURE *Disengage RAD ALT circuit breaker and secure.*  					

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-02		C	1	0	May be inoperative provided approach procedures do not require its use
-45-01	Traffic Alert and Collision Avoidance System				
-01	Traffic Alert and Collision Avoidance System (TCAS I)				
-20		C	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En-route or approach procedures do not require its use.
-02	Traffic Alert Display System	C	1	0	(O) May be inoperative provided en-route or approach procedures do not require its use.
-03	Audio Functions	B	1	0	May be inoperative provided en-route or approach procedures do not require use of TCAS.
-51-01	Distance Measuring Equipment	D	1	0	Maybe inoperative provided operations do not require its use.
-52-01	ATC Transponders and Automatic Altitude Reporting System				
-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 system (TCAS) is considered inoperative.
-02		A	1	0	Any in excess of those required by CASR may be inoperative.
-03	Elementary And Enhanced Downlink Aircraft Reportable Parameters	D	1	0	May be inoperative provided: a) Operation do not require its use, and b) Repairs are made prior to completion of the next scheduled inspection/check of the system
-04	ADS-B Squitter Transmissions	A	1	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit
-55-01	Automatic Direction Finder (ADF) System	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Equipment is not installed at PK-SNS

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34-NAVIGATION					
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	1	0	May be inoperative provided: a) System is not required by CASR, and b) 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.
-61-01	Navigation Databases	C	3	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, & c) Approach Navigation Radios are manually tuned and identified.

OPERATIONAL PROCEDURE

The navigation database can only be used for en-route and terminal navigation when out of currency. Before using the FMS to navigate to a facility, verify the status, identifier, frequency and lat/ long position with an alternate, current source of information. Refer to the applicable Airplane Flight Manual supplement for additional information.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
35-OXYGEN					
-00-01	Oxygen Mask	C	2	0	May be inoperative provided operating altitude below 10.000ft.
-10-01	Crew Oxygen System (PK-SNP, PK-SNV, PK-SNH, PK-SNK, PK-SNM)	B	2	0	May be inoperative provided operating altitude below 10.000ft.
-20-01	Oxygen System (Excluding Crew) (PK-SNN, PK-SNM, PK-SNK)	C	2	0	May be inoperative provided operating altitude below 10.000ft.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
52-DOORS					
-10-01	Cockpit Door Key Lock	C	2	0	May be inoperative in the unlocked position.
-10-02	Passenger Door Key Lock	C	1	0	May be inoperative in the unlocked position.
-30-01	Cargo Door Key Lock	C	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-30-02	Cargo Pod Door Key Lock				
-01	Cargo Pod Door Key Lock (PK-SNS, PK-SNP, PK-SNV, PK-SNH, PK-SNR)	C	4	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-02	Cargo Pod Door Key Lock (PK-SNN, PK-SNM, PK-SNK)	C	3	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-40-01	Nose Cowl Door Key Lock	C	2	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
73-ENGINE FUEL & CONTROL					
-20-04	Fuel Flow Indicator	C	1	0	May be inoperative provided the left and right fuel quantity indicators are operative.

ATA SYSTEM SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
80-STARTING					
-00-01	Starter/Generator Speed Sensor				
-02	G1000 (675 SHP) (PK-SNN, PK-SNS, PK-SNM, PK-SNK, PK-SNR)	A	1	0	(O) May be inoperative provided : a. Starter switch is turned off when Ng obtains a minimum of 52 % Ng, b. STARTER ON amber annunciator is monitored in accordance with POH/AFM starting normal procedures, c. Alternate procedures are established and used for tracking engine starts, and d. Engine is not operated for more than 10 starts.
	G1000 (867 SHP) (PK-SNP, PK-SNV, PK-SNH)	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 55 percent Ng. b) STARTER ON amber annunciator is monitored in accordance with 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.

OPERATIONAL PROCEDURE

Log each start cycle for all aircraft compliance items/ requirements.