TransNorthern Aviation

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Minimum Equipment List

- Revision 4 -

M7 Aerospace LLC

Models SA226/SA227

Merlin and Metroliner Aircraft

Serial Numbers:

This document is authorized for All S/Ns SA226 and SA227 Listed in TN8A405Y Operations Specifications

APPROVED FAA-AAL-FSDO-03		OPERATOR ACCEPTANCE	
JAMES M HOWERY Digitally signed by JAMES M HOWERY Date: 2026.01.21 11:21:48 -09'00'	1/21/2026	Alan G. Larson Digitally signed by Alan G. Larson DN: C=US, E=alan@transnorthern.com, O=TransNorthern Aviation, OU=Operations, CN=Alan G. Larson Location: Anchorage, AK Reason: I completed this Document on behalf of TransNorthern Aviation and Dena'ina Air Taxi Contact Info: Alan@TransNorthern.com Date: 2026.01.27 11:50:03-09'00'	
Aviation Safety Inspector	Date	Operator	Date

This MEL has been compiled from, and is no less restrictive than, the Master Minimum Equipment List, Revision 16b, dated 01/15/2016, provided by the FAA

TRANSNORTHERN

SA226/SA227 MINIMUM EQUIPMENT LIST

Applies to all Serial Numbers aircraft

Authorized by TN78405Y Operations Specifications

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RECORD OF REVISIONS

The "Rev#" column listed below is the TransNorthern revision number and is the number that appears on the replacement pages. The "MMEL rev #" indicates the MMEL revision number that is incorporated in that particular revision. In some instances, this column should be left blank (for example, when an aircraft tail number is added, there is no corresponding revision to the MMEL). Both of these revision numbers will be indicated on the Revision Notice.

TNA REV#	TNA REV DATE	TNA DATE INSERTED	FAA PROVIDED MASTER MEL REV#	FAA PROVIDED MASTER MEL REV DATE
Orig	11-11-2005	11/11/05	15a	01-07-02
One	03-15-2009	05-20-2009	16	01-15-09
Two	11-20-2025	03-25-2019	16b	01-15-16
Three (a)	12-11-2020	03-08-2021	16b	01-15-16
Four	11-20-2025		16b	01-15-16

Highlight of Change ONE

1. Added 2nd Aircraft

Highlight of Change TWO

1. Changed Address on Cover page and Headers to reflect Rev 2.
2. Reformatted Columns IAW PL25R21 GC p3 ATA System Page description
3. Highlights of Change Page 0.0.4 added this page to manual
4. Updated Page 0.0.5 for Revision Two
5. Revised Definitions section to comply with PL 25 R21 GC.
6. Revised Page 1.1.8 – Company Procedures section
7. Revised Page 1.1.9 – MEL Management Program moved to GOM only.
8. Page 1.23.1 changed the '0' to a 'O' in the remark column.
9. Page 1.23.1 Added 'O' to All cargo Ops with Courier's Seat Occupied.
10. Page 1.23.3 modified to add 'O' procedure for Courier's Seat Occupation.
11. Page 1.23.2 Item 7 – changed to reflect formatting in Rev b of the MMEL.
12. Page 1.23.2 Item 12 – Identified only one unit installed per aircraft. Added (M) procedure.
13. Page 1.25.2 Changed First Aid Kit to item "8 A)" instead of Item 8. Our aircraft are operated iaw '9 or less' pax configuration therefore NONE are required by CFR14 part 135.
14. Deleted unneeded page 1.25.3
15. Page 1.26.1 Specified difference for 14CFR ops under 135 vs 91 and reformatted instructions for removing inoperative fire extinguishers. (Note: Variable number of fire extinguishers may be installed on individual aircraft predicated upon operating rule.)
16. Page 1.33.1 Item 3 – Changed Item title to reflect language of current MMEL
17. Page 1.33.2 Item 10 – added restriction that ground deicing procedures do NOT require Wing Ice Lights for day operations.
18. Page 1.34.1 Item 3 – Changed Item title to reflect language of current MMEL.
19. Page 1.34.3 Changed language for situation where two transponders are installed and one (not required to be there) is broke.
20. Page 1.35.1 Removed Item 2 BPE – Not installed or required for TNA aircraft.
21. Page 1.52.1 Removed Item 3 – Only applicable to SA226 aircraft and renumbered subsequent items. (Including Item numbering on Page 1.52.2
22. Page 1.71.1 – Changed to (M) procedure (more restrictive than MMEL)
23. Page 1.82.1 – Deleted AWI system and renumbered items.

Highlight of Change THREE (a)

1. Added 3rd Aircraft

Highlight of Change FOUR

1. The purpose of this revision is to add SA226 Aircraft to the SA227 series of Aircraft authorized by TransNorthern's Operations Specifications – this caused **revision the header on ALL PAGES**.
2. Changes to headers on each page to reflect current information
3. Pages 1.34.1, 1.34.7 & 1.34.8 Added ADS-B relief IAW MMEL PL 105 Rev 4, GC and PL 76, Rev 7
4. Deleted Page 1.46.1 (Information Systems not used)
5. Updated Definitions text found in PL 25, Revision 23 (Pages 1-1-1 thru 1-1-6
6. Updated Preamble to text found in PL-34, Revision 5 (Pages 1-1-7 & 1-1-8)

Highlight of Change FOUR (continued)

7. Replaced Cabin Pressure Conversion Chart on Page 2-21-2 in Procedures Manual Section 21-2A to make it better a quality graphic
8. Added missing word "Valves" to Air Condition item #4 on Page 1.21.2
9. Added Autopilot required when flight is authorized by TNA Ops Specs A-15 on Page 1.22.1
10. Amended First Aid Kit requirements on page 1.25.2
11. Fixed Flight Director Information on page 1.31.1 and deleted page 1.32.2 – No FDR required for TNA SA226 or SA227 Aircraft IAW §135.152
12. Page 1.23.1 - Fixed reference to "alternate procedures" in 3 places identified by Change Bar on this page
13. Page 1.34.5 – Fixed reference to "alternate procedures" in 3 places identified by Change Bars on this page.
14. Added Procedures Manual Page 2.22.1 for Autopilot (note: Yaw Damper mode must be operative when installed on SA226-T, SA226-T(B) and SA227-TT aircraft per Flight Standards Letter – i.e. Yaw Damper Inop Authorization modified from MMEL language).
15. Added (M) Procedures for Fixed ELT page 1.23.3 and PM-3 on page 2.23.2
16. Reformatted and reworded various Reference to CVR and FDR to be applicable to TNA Fleet. Entire Section 23.
17. Added Note Ref requirements for 2 microphones when operating IAW §135.165(f)- page 1-23.2.
18. Changed typo word "In" to "If" on page 1.23.2 Communications, 7. Flight Deck Headsets…, (A) and "Micorphones" to "Microphones" in (D)
19. Removed Reference to applicable S/N for Static Discharge Wicks on Page 1.23.3
20. Removed non applicable reference on page 1.30.2 to Pilot Heat Indicator required by Transport Category regulations.
21. Removed non-applicable stuff on Page 1-31-1 and deleted Page 1.31.2
22. Removed non-applicable information on Page1-32-1 ref NWS early serial Aircraft
23. Corrected information on Page 1.33.1 referencing Passenger Lighted Information Sign and added Maintenance Procedure on Page 2-33-1 PM 33-3B.
24. Added Situation requiring Operational Control Approval IF both Anti-Collision and Strobe Lights are INOP on page 1.33.1
25. Removed inappropriate word "OR" on page 1.33.1 Referenced in Position Light's relief section.
26. Changed # installed to variable on Page 1.34.1 and Modified PM 34-A to reflect one VOR must be operative for IFR or Extended Overwater Ops per §135.165.
27. Added reference to GPS substitution for DME on page 1.34.3
28. Changed Language for Standby Attitude Indicator not required proviso on page 1.34.3.
29. Amended Relive for Non-Stabilized Mag compass page 1.34.18.
30. Added Reference to (O) procedures on Page 1.34.4 directing to Procedures Manual page 2.34.6
31. PM 34-A Updated Operational Procedures for Operations conducted IAW Ops Spec B030.
32. PM 34-C on page 2.34.3 – Added NOTE that this applies to ADS-B Transponders ALSO.
33. Added description for 2nd proviso for Cargo Door Latches on page 1.52.1 and fixed PM 52.6 (B) to explain difference with Test system is installed. (Note: SA226 doesn't have AFT Cargo Door.)
34. Deleted Reference to Specific Aircraft Types on Page 1.77.1, #77, #2 Temperature Limier…. Applies to current fleet.
35. Removed "Navigation Data Bases" – Per PL-89
36. Corrected Error in "Landing Gear Control Latch Solenoid" PM 32-7A page 2.32.4
37. Reverted Section 52 back to as approved with TNA's Rev #1 prior to removing SA226 info from MEL in Rev 2. (Note MMEL Rev 16 date 1-15-2009 TNA Rev 1 MEL date 3-15-2009)
38. Deleted PM 77-5A and renumbered next page.

LIST OF EFFECTIVE PAGES

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This MEL has been compiled from, and is no less restrictive than, the Master Minimum Equipment List, Revision 16b, dated 01/15/2016, provided by the FAA.

APPROVED
FAA-AAL-FSDO-03

JAMES M HOWERY Digitally signed by JAMES M HOWERY Date: 2026.01.21 11:21:36 -09'00' 1/21/26

Aviation Safety Inspector Date

OPERATOR ACCEPTANCE

Alan G. Larson Digitally signed by Alan G. Larson DN: C=US, E=alan@transnorthern.com, O=TransNorthern Aviation, OU=Operations, CN=Alan G. Larson Location: Anchorage, AK Reason: I completed this Document on behalf of TransNorthern Aviation and Dena'ina Air Taxi Contact Info: Alan@TransNorthern.com Date: 2026.01.27 11:50:59-09'00'

Operator Date

DEFINITIONS

1. "**Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot's Operating Handbook (POH)"** The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office 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 governing document for operational limitations and performance parameters for an aircraft. The term *approved flight manual* can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification.

2. "***Considered Inoperative***" The phrase *Considered Inoperative*, as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must 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; complying with all Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category.

3. "***Continuing Authorization – Single Extension***" An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with operations specification (OpSpec) D095. Continuing Authorization – Single Extension is not authorized for Repair Category A and D items.

4. "**Dash (-)"** A dash Indicates a variable number (quantity) of items may be installed or required for dispatch

5. "***Day of Discovery***" This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook, and is excluded from the interval established by the assigned repair category. See definitions for sub-elements of *Repair Category*.

6. "***Deactivated or Secured***" When the MMEL refers to an item as "deactivated" or "secured," or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator.

7. "***Excess Items***" are items that have been installed in a quantity greater than that required by 14 CFR. See definition for *Required by 14 CFR*.

8. "***Flight Day***" A *flight-day* is a 24-hour period (from midnight to midnight) either in Coordinated Universal Time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.

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9. "***Icing Conditions***" is an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the *AFM*, *RFM*, or *POH*.

10. **"*Inoperative***" is when the Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both.

11. ***"Is Not Used"*** The phrase *Is Not Used* in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.

12. **"*Item*"** is an instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.

13. ***"Night"*** is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.

14. "***Nonessential Equipment and Furnishings (NEF)***" NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (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 or operational rules. These are 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 items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule.

15. ***"Operative"*** An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item's operational status. It should be considered operative unless reported or known to be malfunctioning. See definition for *Verified Operative*

Continued next Page:

16. ***"Placarding"*** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item's condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MMEL proviso), placard wording and location will be determined by the aircraft operator.

17. "***Repair Category***" All users of an MEL approved under 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, or 135 must accomplish repairs of inoperative items, deferred in accordance with the MEL, at or prior to expiration of the repair intervals established by the following letter designators. Users of an MEL issued under § 91.213(a) (parts 91, 133, 137, 141, and 142) are not required to comply with the repair categories, but must comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.). See definition for *Continuing Authorization – Single Extension*.

18. "***Repair Category A***" This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator's MEL.

19. "***Repair Category B***" This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29.

20. "***Repair Category C***" This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on February 5.

21. "***Repair Category D***" This category item must be repaired within 120 consecutive calendar-days (2,880 hours) excluding the day of discovery.

22. "***Required by 14 CFR***" When the MMEL contains statements such as "As required by 14 CFR," "Not required by 14 CFR," or "Any in excess of those required by 14 CFR," the listed item is subject to certain requirements expressed in 14 CFR operating rules. The number of items required by applicable 14 CFR operating rules must be operative. A dash may be used when the number required for dispatch is variable. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. "CFR" and "FAR" both refer to the applicable portions of the Code of Federal Regulations and Federal Aviation Regulations. "14 CFR" also implies the regulations within the State the aircraft is operated.

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23. "***System Page***" The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration.

24. "***System Page - Item Number***" This column lists the unique identification for each MMEL item.

25. "***System Page – Item***" See definition for *Item*.

26. "***System Page Repair Category***" See definition for *Repair Category.*

27. "***System Page - Number Installed***" This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MMEL. Should the number be a variable or impractical to exactly determine (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash "-" symbol is used instead. A dash or "N/A" (Not Applicable) may also be used for EFAS message relief.

28. "***System Page - Number Required for Dispatch***" This column indicates the minimum number (quantity) of items required for operation, providing the conditions specified in the Remarks or Exceptions column are met. If the number required is predicated on an operating rule, see definition for *Required by 14 CFR*. A dash or "N/A" may also be used for EFAS message relief.

29. ***"System Page - Remarks or Exceptions***" This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes.

30. "***System Page – Proviso***" A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative.

31. "***System Page – NOTE***" Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso.

32. "***Takeoff***" a 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.

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33. "***Tripple Asterisk***" (***)" The triple asterisk (***) in the Item column indicates an item that may have been installed on some but not all aircraft covered by this MMEL. This 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.

34. "***Verified Operative"*** When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.

35. "***Vertical Bar (Change Bar. "|" "*** A vertical bar indicates a change, addition, or deletion of content in the adjacent row of text for the current revision of that page only.

36. "***Visible Moisture***" An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow).

37. "***Visual Flight Rules (VFR***)" VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan.

38. "***Visual Meteorological Conditions (VMC)***" VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR.

39. ***"(M)"*** This symbol indicates a requirement for a specific maintenance procedure that 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

40. ***"(O)"*** This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for 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.

Preamble
(Effective 04/23/2024)

The following is applicable for authorized certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125, 129, and 135: Title 14 CFR requires that all equipment installed on an aircraft in compliance with the airworthiness standards and the operating rules must be operative. However, 14 CFR and the rules of the State of the Operator may permit the publication of a minimum equipment list (MEL) where compliance with certain equipment requirements, not required by specific operational regulations, 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 (ALoS).

Where "14 CFR" is stated, this can also imply the operating regulations from the State of the Operator, Design, or Registry, where applicable.

A Master Minimum Equipment List (MMEL) is developed by the FAA with participation by the Original Equipment Manufacturer (OEM) and other aviation industry stakeholders 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 design, and other items of equipment that the Administrator finds may be inoperative, and yet maintain an ALoS by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. To maintain an ALoS and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MMEL is the basis for development of individual operator MELs, which must take into consideration the operator's particular aircraft equipment, configuration, operating conditions, and operating regulations.

An MEL for an operator, when approved and authorized, permits operation of the aircraft with inoperative equipment not required by specific operating regulations unless otherwise approved by the Administrator. MMEL relief for equipment not required by specific operating regulations for the operation being conducted may be included in the operator's MEL with appropriate conditions and limitations. Equipment in excess of 14 CFR, or the requirements of the State of the Operator, may also be included in the operator's MEL. The MEL must not deviate from Aircraft Flight Manual (AFM) Limitations, emergency procedures, or Airworthiness Directives (AD). It is important to remember that all equipment related to the airworthiness of the aircraft and the operating regulations of the operator not listed on the MEL must be operative. An operator's MEL, for administrative control, may include certain items not contained in the MMEL. However, the procedures developed for administrative control items (ACI) must still be approved by the Administrator or the State of the Operator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL applicable operating regulations, or FAA policy.

Preamble (Cont'd)

The MEL is intended to permit operation for a period of time with inoperative items of equipment not required by regulation for a specific operation, unless otherwise approved by the Administrator. It is important that repairs be accomplished at the earliest opportunity to ensure the highest level of safety. 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 ALoS is maintained.

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 or the State of the Operator or Registry (when different). The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator or the State of the Operator or Registry (when different) prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a 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 or the State of the Operator or Registry (when different). 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 ALoS 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.

Each Flight Operations Evaluation Board (FOEB) Chair should apply this policy to affected MMELs through the FOEB process.

ORIGINAL SIGNED by

/s/ Daniel R. Kelman for
Robert Reckert
Manager, Air Transportation Division

COMPANY PROCEDURES

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

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

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

Procedure for MELing an item:

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

MEL Management Program

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

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
1. Cabin Altitude Warning System	C	1	0	(O)May be inoperative for unpressurized flight. Refer to PM 21-A for (O)
	C	1	0	May be inoperative for pressurized flight below 10,000 ft. MSL.
2. Cabin Altitude and Differential Pressure Indicator	C	1	0	(O)May be inoperative for unpressurized flight Refer to PM 21-A for (O) OR
a) ALTITUDE Indication	C	1	0	(O)May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of the indicator is operative. b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude. Refer to PM 21-2A for (O)
b) DIFFERENTIAL PRESSURE Indication	C	1	0	(O)May be inoperative provided: a) Cabin ALTITUDE portion of the indicator is operative, and b) A chart is provided to the crew to convert cabin altitude to cabin differential pressure. Refer to PM 21-2A for (O)
3. Cabin Rate of Climb Indicator	C	1	0	May be inoperative.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
4. Flow Control Valves	C	2	1	(M)(O) May be inoperative in the closed position provided: a) Cockpit fresh air fan is operable with gear retracted, b) Oxygen and masks are provided for all occupants as required by FAR, and c) Other air conditioning system is operative. Refer to PM 21-4A for (M)&(O)
5. Automatic Pressure Controller	C	1	0	(O) May be inoperative for unpressurized flight. Refer to PM 21-A for (O)
	C	1	0	(O) May be inoperative for pressurized flight provided manual pressurization controller is operative. Refer to PM 21-5A for (M)
6. Manual Pressure Controller	C	1	0	(O) May be inoperative for unpressurized flight. Refer to PM 21-A for (O)
	C	1	0	(O) May be inoperative for pressurized flight provided automatic pressurization controller is operative. Refer to PM 21-6A for (M)
7. Automatic Temperature Control System	C	1	0	Automatic system may be inoperative provided manual system is operative.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
8. Manual Temperature Control System	C	1	0	Manual system may be inoperative provided automatic system is operative.
9. Air Conditioning System	C	2	1	(O) One may be inoperative provided: a) Cockpit Fresh Air Fan is operable with Landing Gear retracted, b) Oxygen and Masks are provided for all occupants, as required by 14 CFR, and c) The other Flow Control Valve and Air Conditioning System are operative. Refer to PM21-9A for (O)
10. Cabin Dump Valve	C	1	0	(O)(M) May be inoperative provided the Cabin Dump Valve is secured in open position and aircraft remains VMC. Refer to PM 21-10A for (O)(M) NOTE: Alternate Static System will be unusable.
11. Cabin Temperature Indicator	C	1	0	May be INOP

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTOPILOT				
1. Autopilot System	C	-	0	*May be not installed in some aircraft.*
	C	-	1	Must be operational for operations conducted IAW Ops Spec A-15 for IFR Passenger Carrying Revenue Flight Operations (M) May be inoperative provided operations do not require its use. Refer to PM 22-1A for (M) Note: For RVSM operations, the Altitude Hold Function must be operative.
2. Yaw Damper	C	-	0	*May be not installed in some aircraft.*
			1	NOTE: Yaw Damper must be operative on SA226-T, SA226-T(B) and SA227-TT aircraft
3. Autopilot Disconnect Functions (Quick Release Controls)	C	-	1	*May be not installed in some aircraft.* One may be inoperative provided: a) Autopilot is not used below 1,500 ft AGL, and b) Approach minimums do not require use of autopilot
	B	-	0	May be inoperative provided Autopilot is not used.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23. COMMUNICATIONS				
1. Communications Equipment				
a) VHF COMM System	C	2	1	(O) May be inoperative provided operations are not predicated on the use of affected VHF communications system.
			1	FAR 135 Operations: Refer to PM 23-A for (O).
			0	FAR 91 Operations: Refer to PM 23-B for (O).
2. Cockpit Speaker	C	2	0	May be inoperative provided two operative headsets are available to flight crew.
3. Audio Amplifier	C	2	0	May be inoperative provide two operative headsets are available to flight crew.
4. Passenger Address System				*May be not installed in some aircraft.*
a) Passenger Configuration	C	1	0	(O) Refer to PM 23-4A for (O)
b) Cargo Configuration	D	1	0	May be inoperative when courier seat is unoccupied
	C	1	0	IF courier seat is occupied: (O) Refer to PM 23-4A for (O)
5. Cockpit Voice Recorder (CVR)				
1) Flight Data Recorder (FDR)		-	0	*May be not installed in some aircraft.*
Not Required by FAR	A	1	0	May be inoperative provided repairs are made within three flight days.
6. Cockpit Voice Recorder (CVR) Under Water Locating Device (ULD)		-	0	***May be not installed in some aircraft***.
1) Flight Data Recorder (FDR) Not required by FAR	A	1	0	May be inoperative provided repairs are made within three flight days.

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS(Cont'd)				
7. Flight Deck Headsets/Earphones/ and Boom/Hand Microphones				NOTE: 14CFR §135/165(f) requires at least two Microphones (of any kind) for IFR and/or Extended Over-Water commercial Operations.
A) Headset Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative. (i.e. single pilot operations)
B) Headsets Earphone/ Headsets	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
C) Active Noise Cancelling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
D) Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally
	D	-	0	Any in excess of those required by 14 CFR may be Inoperative (i.e. single pilot operations)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23. COMMUNICATIONS CONT'D				
8. Avionics Master Switch	C	1	0	May be inoperative provided both Left and Right Auxiliary Avionics Master Switches are operative.
9. Push to Talk Switch mike	C	2	1	May be inoperative provided an operative hand is available on the affected side.
10. Static Discharge Wicks each of the	C	-	5	The wick on the rudder and the outboard wick on wing and elevator must be installed. Any one remaining wicks may be missing.
11. Emergency Locator Transmitter (ELT)				
A) Fixed ELTs	A	1	0	(M) May be inoperative provided: a) System is deactivated by maintenance by securing circuit breaker in the Open Position. b) Repairs are made within 90 days. Refer to PM 23-C for (M)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24. ELECTRICAL				
1. DC Voltmeter (Combination Indicator)	C	1	1	(O) May be inoperative for Day-VMC provided opposite battery and DC voltmeter are operative. Refer for PM 24-2A for (O)
2. Inverters	C	2	1	One may be inoperative for Day VMC..
3. AC Warning Lights	C	2	1	One may be inoperative provided AC voltmeter is operative.
4. AC Voltmeter	C	1	0	AC Voltmeter may be inoperative provided both AC warning lights are operative.
5. Battery Disconnect Warning Lights	B	2	1	(M) One may be inoperative provided: a) The associated Battery Switch is in OFF b) The associated Battery Cable is disconnected from the battery and SECURED, and c) A GPU is used for starting. Refer to PM 24-8A for (M)
6. DC Generator Warning Lights	C	2	0	May be inoperative provided ammeters are monitored throughout the flight.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25. EQUIPMENT/FURNISHINGS				
1. Cockpit Seat	B	2	1	Right side may be inoperative for single pilot operations provided right seat remains unoccupied. NOTE: A seat with an inoperative seat belt or shoulder harness is considered to be inoperative.
2. Passenger Seat(s)	D	-	0	All may be inoperative provided: a) Seat does not block an Emergency Exit. b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY" NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
3. Approved Flotation	C	0–12	0	(O) May be inoperative provided applicable FAR does not require affected flotation device for operation conducted. FAR 135 operations: Refer to PM 25-3A for (O) FAR 91 operations: Refer to PM 25-3B for (O)

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25. EQUIPMENT/FURNISHINGS Con't				
4. Crew Arm Rests	C	4	0	May be inoperative provided Arm Rest(s) can be Secured in the DOWN position.
5. Aft Cargo Tie-Down Net	C	-	0	May be inoperative or missing provided: a) Cargo or baggage is not carried in the compartment, or b) Cargo or baggage is secured by another approved means having enough strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions and ultimate load condition.
6. Aft Cargo Tie-Down Rings	C	1	0	May be inoperative provided: a) Cargo or baggage is not carried in the Compartment, or b) Cargo or baggage is secured by another approved means having enough strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions and ultimate load condition.
7. Nose Cargo Blanket Liner Assembly	C	1	0	May be missing or inoperative
8. Emergency Medical Equipment				
A) First Aid Kits	D	1	0	14 CFR §135.177 requires First Aid Kit to be on board aircraft carrying more than 19 passengers. TNA does not operate SA227 or SA226 Aircraft in 19 passenger seating configurations. None are required for 9 or less operations.
9. "Fasten Seat Belt While Seated" Sign or Placard.	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
1. Portable Fire Extinguishers	D	-	1	FAR 135 Operations: (Aircraft configured for 9 or less passenger seats). 1 required on flight deck. §135.155
	D	-	2	FAR 91 Operations: Large & Turbine Powered Multi-engine Airplanes. 1 required on flight deck and 1 required in the passenger compartment when aircraft is configured for 6 or more passenger seats. §91.513 Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2. "E" (Empty) Light(s) on Engine Fire Extinguisher Control Panel	C	2	0	(O) May be inoperative provided bottle pressure is visually checked and determined to be within the required range prior to each departure. Refer to PM 26-3A for (O)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
1. Trim-in-Motion Sonalerts	C	2	1	One may be inoperative provided Stabilizer Position Indicator is operative.
2. Stabilizer Position Indicator System	C	1	0	May be inoperative provided: a) Both Trim-in-Motion Sonalerts are operative, b) Stabilizer check is accomplished, c) Stabilizer takeoff position is set and visually checked prior to each departure, d) Stabilizer is not moved after being set until the aircraft is airborne, and e) Pitch Trim out-of-trim (takeoff position) aural warning is operative.
3. Flap Position Indicator System	C	1	0	May be inoperative provided a flap preselect system is installed.
4. Gust Lock System	C	1	0	(O)(M) May be inoperative provided: a) Maintenance assures that flight control locking pins are secured in the unlocked positions, and b) Flight controls must not be left unattended unless gust protection can be provided. Refer to PM 27-4A for (O)(M)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
1. Fuel Quantity System	C	2	1	(O) One fuel tank indicator may be inoperative provided: a) Either the Fuel Crossflow Switch Annunciator Or Crossflow Valve Position Light is installed and operative, b) A reliable means is established to determine That the fuel quantity on board meets the regulatory requirement for the flight, and c) Both Fuel Flowmeters are operative. Aircraft with Magnasticks: Refer to PM 28-1A for (O) NOTE: MAGNASTICKS READING ARE INVALID ABOVE 155 GALLONS AND BELOW 30 GALLONS.
2. Fuel Boost Pumps	C	4	2	One boost pump per side may be inoperative.
3. Fuel Magna-stick	C	2	0	NOTE: See Fuel Quantity System and Fuel Quantity Push to Test System.
4. Fuel Crossflow Switch Annunciator	C	1	0	May be inoperative provided Crossflow Valve Position Light is operative.
5. Crossflow Valve Position Light	C	1	0	May be inoperative provided Fuel Crossflow Switch Annunciator is operative.
6. Fuel Totalizer	C	1	0	May be inoperative.
7. Fuel Quantity Push To Test System	C	1	0	May be inoperative provided fuel quantity indications are verified by use of the magnasticks.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
1. Hydraulic Pressure Gauge	C	1	0	May be inoperative provided both Low Hydraulic Pressure Warning Lights are operative.
2. Low Hydraulic Pressure Warning Light System	C	2	1	One light may be inoperative provided the engine with the inoperative light is started first.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
1. Propeller Deicing Systems	C	2	1	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade.
2. Propeller Heat Ammeter	C	1	0	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade.
3. SAS Heat System	C	1	0	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade.
4. Pitot Heaters	B	2	0	May be inoperative provided: a) Passengers are not carried under IFR, and b) Aircraft is not operated in visible moisture and OAT less than +5 degrees centigrade.
5. Pitot Heater Loadmeter/Ammeter	B	1	0	May be inoperative provided: a) Passengers are not carried under IFR, and b) Aircraft is not operated in visible moisture and OAT less than + 5 degrees Centigrade.
6. Heated Windshield System	C	2	0	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade.
7. Wing and Tail Deicing System	C	1	0	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade
8. Wing and Tail Deicing Automatic Control	C	1	0	May be inoperative provided manual control is operative.
9. Wing and Tail Deicing Manual Control	C	1	0	May be inoperative provided automatic control is operative.
10. Deicing Pressure Indicator	C	1	0	(O) May be inoperative Refer to PM 30-10A for (O)
11. Engine Inlet Anti-Icing	C	2	1	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade and not otherwise required by the AFM.
12. Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION Con't				
13. Windshield Wiper Park Mode	C	2	1	(O) May be inoperative: Refer to PM 30-13A for (O)
14. Windshield Wiper Slow Mode	C	2	0	May be inoperative provided windshield wipers are operative in fast mode.
15. Oil Cooler Inlet Lip DC Thermal Anti-ice Heater	C	2	0	May be inoperative provided aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade and not otherwise required by the AFM.
16. Oil Cooler Inlet Lip DC Thermal Anti-Ice Heater Cycle Lights	C	2	0	May be inoperative provided the applicable generator ammeter indicates a minimum of 7.5 ampere increase When activating each lip anti-ice heater.
17. Pitot Heat Indicating System	B	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System are operate normally, and b) Airplane is not operated into known or forecast icing conditions.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
1. Clock with sweep hand or digital clock	C	1	0	May be inoperative for VFR

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
1. Nose Wheel Steering System	C	1	0	(O)(M) May be inoperative provided the system is deactivated by: Refer to PM 32-1A for (O)(M)
2. Nose Wheel Steering Speed Lever Microswitch	C	1	0	(O) May be inoperative Refer to PM 32-2A for (O)
3. Parking Brake	C	1	0	(O) May be inoperative Refer to PM 32-5A for (O)
4. Gear Door Warning System	C	1	0	May be inoperative provided a flight crew member confirms by visual inspection that main gear doors are CLOSED prior to each departure.
5. Landing Gear Control Latch Solenoid	C	1	0	(O) May be inoperative in the LATCHED position provided manual over-ride mechanism operates normally and aircraft is operated with a crew of two. Refer to PM 32-7A for (O)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
1. Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	1	0	Individual lights may be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided, easily readable. b) Remaining lights are positioned so that direct rays are shielded from flight crewmember eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. Note 1: Individual button/Switch lights and/or annunciations/indications are excluded from this relief.
2. Cabin Light Systems	C	1	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
3. Passenger Lighted Information Sign	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers Refer to PM 33-3A for (O)
4. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations. Note: Contact Person with Operational Control to confirm MEL Approval if Strobe lights are also Inoperative.
5. Strobe Lights	C	3	0	May be inoperative.
6. Landing Lights	C	2	0	May be inoperative for day operations. One may be inoperative for night operations. When wing mounted landing/recognition lights are installed both landing lights may be inoperative for night flights if both recognition lights and the taxi light are operative.
7. Position Light(s)	C	3	0	May be inoperative for day operations
	C	6	3	For night operations, individual bulbs may be inoperative provided at least one bulb is operative in each position light assembly.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
8. Taxi Light	C	1	0	May be inoperative.
9. Recognition Lights	C	2	0	May be inoperative.
10. Wing Ice Lights	C	-	0	May be inoperative provided: a) aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require use of Wing Ice Lights
	C	2	1	May be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights.
11.. Baggage Compartment Lights	C	3	0	May be inoperative.
12. Normal Annunciator Dim Switch System	C	1	0	May be inoperative. Bright position must be available for day.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
1. Gyroscopic Rate of Turn/Slip Skid Indicator	B	2	1	Must be operative on left side for IFR, passenger carrying VFR over the top, and passenger carrying VFR night flights.
2. Vertical Speed Indicator	B	2	1	Must be operative on left side for IFR passenger carrying operations.
3. ATC Transponders and Automatic Altitude Reporting Systems ***NOTE: REF 34.26 for ADS-B System***	B	-	0	(O) May be inoperative provided: a) Operations do not require it's use, and. b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. Refer to PM 34-C for (O).
	D	-	1	If dual transponders are installed ONE may be Inoperative.
4. Navigation Equipment				
VOR Navigation System	C	2	-	(O) May be inoperative provided operations are not predicated on the use of affected VOR navigation system. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).
Glide Slope System	C	2	-	(O) May be inoperative provided operations are not predicated on the use of affected Glide Slope navigation System. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).
Localizer System	C	2	-	(O) May be inoperative provided operations are not predicated on the use of affected Localizer navigation system. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
GPS Navigation System	C	1	0	(O) May be inoperative provided operations are not predicated on the use of affected GPS navigation system. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).
5. Weather Radar/Thunderstorm	C	-	0	FAR 135 operations: May be inoperative provided: a) Aircraft is operated in the State of Alaska. OR b) Aircraft is not operated carrying passengers under IFR or night VFR with a passenger seating configuration, excluding any pilot seat, of 10 seats or more when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions that can be detected with airborne thunderstorms detection equipment may be reasonably be expected along the route to be flown.
	C	1	0	FAR 91 operations: May be inoperative.
A) Radar Stabilization	C	-	0	May be inoperative.
6. Marker Beacon	C	1	0	(O) May be inoperative provided operations are not predicated on the use of affected Glide Slope navigation System. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).
7. Flight Director	C	-	0	May be inoperative provided landing minimums are not based on its use.
8. Radar Altimeter	C	1	0	May be inoperative provided landing minimums are not based on its use. NOTE: Deferral may affect GPWS operation

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
9. Distance Measuring Equipment (DME) Systems	C	1	0	May be inoperative provided: a) Operations are not predicated on the use of DME b) Flight is not conducted at or above FL 240. However when the DME fails at and above FL 240, the PIC will notify ATC immediately, and may continue operations at and above FL 240 to the next airport of intended landing at which repair or replacement can be made. c) GPS may be substituted for DME for most IFR operations provided it is IFR certified with a current database.
10. Standby Attitude Indicator	C	-	0	May be inoperative if not required by STC.
11. Altitude Alerting System	A	-	0	May be inoperative for FAR Part 91 or FAR Part 135 operations.
12. ADF	C	-	0	(O) May be inoperative provided operations are not predicated on the use of affected ADF navigation system. FAR 135 Operations: Refer to PM 34-A for (O). FAR 91 Operations: Refer to PM 34-B for (O).
13. Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
14. Nonstabilized Magnetic Compass	B	1	0	(O)May be inoperative provided any combination of a) any combination of two gyro of the stabilized compass system is operative, and b) aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight. Refer to PM 34-18B for (O) [Page 2.34.6]
15. Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require it's use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR.. (Not required for all cargo or 9 or less passenger carrying operations). b) System is deactivated and secured, and c) Enroute or approach procedures do not require it's use. Refer to PM 34-16 for (M) [page 2.34.5]

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
16. Terrain Awareness And Warning System				
A) Class B TAWS Equipment Required				§ 135.154 – TAWS B equipment required for turbine-powered airplanes configured with 6-9 passenger seats
1) Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Repairs are made within two flight days. Refer to PM 34-17 for (O)
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Repairs are made within two flight days. Refer to PM 34-17 for (O)
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5	C	1	0	May be inoperative.
d) Advisory Callouts	B	-	0	(O) Refer to PM 34-17 for (O)
e) Terrain Displays	C	-	0	May be inoperative.
17. Gyroscopic Direction Indicator Slaved Mode	C	2	0	(O) May be inoperative provided DG mode is operative. Refer to PM 34-18A for (O).
18. Overspeed Warning Sensor	B	1	0	May be inoperative provided AFM speed limitations are observed.

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
19. Outside Air Temperature (OAT) Indicating System	C	1	1	May be inoperative provided OAT is provided by another calibrated system that allows determination of true OAT.
20. Externally Mounted Airspeed Bugs	C	-	0	May be inoperative, broken, or missing.
21. Airspeed Indicator Cargo Operations only Second in command not required	B	2	1	May be inoperative on right side provided: a) Copilot's pitot system is functioning normally, and b) A functioning pneumatic indicator is installed and available to the pilot.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
23. Gyroscopic Bank and Pitch Indicator Cargo Operations only second in command not required.	B	2	1	May be inoperative on right side provided: a) Two independent power sources are available to drive the left side instruments, and b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side.
24. Gyroscopic Direction Indicator Cargo Operations Only Second in Command not Required	B	2	1	May be inoperative on right side provided: a) Magnetic compass is operative, b) Two independent power sources are available to drive the left side instruments, and c) Aircraft does not have an Electronic Horizontal Situation Indicator (EHSI) installed on the Left side.
25. Altimeter, Barometric Pressure Adjustable Cargo Operations only second in Command not Required	B	2	1	May be inoperative on right side provided a functioning pneumatic altimeter, adjustable for barometric pressure, is installed and available to the pilot.
26. ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process Refer to PM 34-C (page 2.34.3) for (O). Note: Any ADS-B function that operates normally may be used.
	C	-	1	One may be inoperative.
	D	-	0	May be inoperative provided prior to flight, a) Enroute operations do not require it's use and b) It is not required by 14 CFR. Note: Any ADS-B function that operates normally may be used

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION continued				
27. ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process Refer to PM 34-C (page 2.34.3) for (O). Note: Any ADS-B function that operates normally may be used.
	C	-	1	One may be inoperative.
	D	-	0	May be inoperative provided prior to flight, a) Enroute operations do not require it's use and b) It is not required by 14 CFR. Note: Any ADS-B function that operates normally may be used
28. ADS-B Out UAT Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process Refer to PM 34-C (page 2.34.3) for (O). Note: Any ADS-B function that operates normally may be used.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN				
1. Crew Oxygen System	C	1	1	A two hour oxygen supply required for each pilot or greater for flight above 12,000 MSL.

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37 VACUUM/PRESSURE				
1. Low Suction Warning Light	C	1	0	May be inoperative provided the suction gauge is operative.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
1. Cabin Door Closed Warning Light System	C	1	0	(O) May be inoperative provided: Refer to PM 52-1A for (O)
2. Aft Cargo Door Closed Warning Light System	C	1	0	(O) May be inoperative provided: Refer to PM 52-2A for (O)
3. Aft Cargo Door Test Light (Cabin Door Entryway, SA226 Series)	C	1	0	(O) May be inoperative provided Aft Cargo Door Closed Warning Light System (Item 52-2) is operative. Refer to PM 52-31 for (O) OR For 226 Aircraft
	C	1	0	(O) May be inoperative provided: Refer to PM 52-3B for (O)
4. Aft Cargo Door Secondary Warning and Test System (SFAR 41 Aircraft)	C	1	0	Switches normal (green light). May be inoperative provided all aft cargo door switches are visually checked to ensure they have extended to their relaxed (door open) position prior to departure. The door unsafe light may be inoperative provided all latches are visually checked in the closed and latched position. and not reopened prior to departure, or the aft cargo door closed warning light (annunciator panel) is operative.
5. Aft Cargo Door Latches	C	8	7	(O)(M) One may be removed provided aircraft is operated unpressurized and the latches are visually checked in the closed and latched position and not reopened prior to departure. Refer to PM 52-6A for (O)(M)
	C	8	7	(O)(M) One may be removed provided aircraft is operated unpressurized and the aft cargo door warning system is operative for the remaining door latches. Refer to PM 52-6B for (O)(M).
6. Door Seals Systems	C	2	0	(M) May be inoperative provided the Fasten Seat Belt sign remains on, or the passengers are orally briefed to remain seated with their seat belt fastened. Refer to PM 52-7A for (M)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS (CONT'D)				
7. Passenger Door/Gas Springs	C	2	0	May be inoperative provided door is manually restrained by the crew and inoperative snubber/gas spring does not interfere with door operation. Placard door area both inside and outside: SNUBBER/GAS SPRING CLOSERS NOT INSTALLED. DO NOT DROP DOOR. NOTE: Second snubber is an option. No placard is required when one snubber is operative.

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61 PROPELLERS				
1. Propeller Synchronizing/ Synchrophaser System	C	1	0	May be inoperative.

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
71 POWERPLANT				
1. Engine Case Ground Heating System (Tanis Type)	D	-	0	(M) One or both may be inoperative provided Unit security and Wire are inspected by authorized persons to assure that routing remains unaffected. Refer to PM 71-1A for (M)

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL				
1. Fuel Flow meters	B	2	1	(O) One may be inoperative. Refer to PM 73-1A for (O).

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 IGNITION				
1. Ignition Lights	C	2	0	Both may be inoperative provided: a) Continuous and override ignition systems are audibly checked prior to each engine start, and b) Aircraft is not operated in visible moisture and OAT less than +5 degrees Centigrade.

1. ITEM / SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING				
1. SRL Computer System (SA227 aircraft with SRL Inoperative AFM Supplements only)	C	2	0	May be inoperative provided operations are conducted in accordance with SRL Inoperative Supplement Data contained in AFM/POH.
2. Temperature Limiter and Indicator Light	C	2	0	May be inoperative in accordance with AFM.
3. EGT Compensator	C	2	1	(O)(M) One may be inoperative provided: Refer to PM 77-6A for (O)(M).

1. ITEM REPAIR CATEGORY SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 STARTING				
1. Auto-Start System	C	2	0	(O) May be inoperative provided AFM manual start procedures are used. Refer to PM 80-1A for (O).

1. ITEM SYSTEM & SEQUENCE NUMBERS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82 WATER INJECTION				
1. AWI System	C	1	0	May be inoperative provided AFM performance does not require its use
2. CAWI System	C	1	0	May be inoperative provided AFM performance does not require its use
2. AWI/ CAWI Quantity Indicator	C	1	0	May be inoperative provided: a) Visual check of the quantity is made prior to Departure, and b) Landing performance is not predicated upon its use. NOTE: AWI (Alcohol Water Injection) and CAWI (Continuous Alcohol Water Injection) Terminology may be used interchangeably in the SA226 AFM.

APPENDIX A –

Operations and Maintenance

PROCEDURES MANUAL

TransNorthern Aviation

SA226/SA227 Aircraft

GENERAL

The following are general procedures to be used any time a maintenance (M) or an operating (O) procedure is to be accomplished by authorized personnel. Authorized Personnel is defined as a person qualified in accordance with applicable Federal Aviation Regulations who has been given the responsibility be appropriate company management to perform these procedures.

NOTE: Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel.

PM 1 Circuit Breaker Disengagement, Safetying and Fuse Removal

This describes the requirements when authorized personnel disengage a circuit breaker (CB) and the maintenance procedure for safetying CBs in the off position and/or fuse removal. Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

A. On aircraft to depart from an airport where company authorized maintenance is not available:

1. Appropriate CB is disengaged (pulled or turned off) as required by the applicable MEL authorized inoperative item procedure.

B. On aircraft to depart an airport where company authorized maintenance is available:

A. Toggle type CBs are safetyed in the off position by securing the toggle with twisted safety wire to a nearby screw.

B. Push button type CBs are locked in the off position by slipping a CB lockout Device over the push button shaft or by tying off with a plastic bundle tie.

C. Fuses are inspected and replaced or removed if necessary.

NOTE: Verify that deactivation of circuit breaker does not affect another system.

PM 2 Placarding Procedures

This describes the requirements when authorized personnel placard inoperative items of equipment. Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

An authorized inoperative item is required by the MEL, it shall be placarded as follows:

A. The Placard shall preferably be yellow, self-adhesive and with the wording specified in the MEL. If a yellow self-adhesive placard is not available, a piece of paper with the specified wording written on it shall be taped in place.

B. When the MEL or the Procedures Manual do not specify the wording then the yellow self-adhesive INOP placards shall be used stating the MEL number and the maximum date that operation is authorized. In the absence of a yellow self-adhesive INOP placard, a piece of paper with INOP written on it shall be taped in place.

INOP MEL xx-x due xx-xx-xx

C. When the position is not specified then the placard shall be placed on or immediately adjacent to the defective instrument, control, switch, or device.

Installation of a placard is not maintenance. Therefore, the actual installation or removable of the placard does not require a maintenance release for approval for return to service.

PM 3 Crew Operating Procedures

MEL authorized inoperative items marked with an (O) require specific operating procedures be performed. Prior to conducting further operations, the following procedures and/or restrictions shall be complied with by authorized personnel:

A. Determine that continued operation with the inoperative item is authorized according to the approved MEL.

B. Determine that continued operations with the authorized item inoperative will not affect the safety of the flight.

C. Determine that any MEL required alternate equipment is operative.

D. Whenever a two pilot crew is used, the PIC will brief the SIC on the procedure to be used during the flight.

PM 4 Maintenance Procedures

MEL authorized inoperative items marked with an (M) require specific maintenance procedures be performed. Prior to conducting further operations, the following procedures and/or restrictions shall be complied with by authorized personnel:

A. Determine that continued operation with the inoperative item is authorized according to the approved MEL.

B. Determine that continued operations with the authorized item inoperative will not affect the safety of the flight.

C. Determine that any MEL required alternate equipment is operative.

D. Authorized personnel shall utilize the procedures in the Manufacturer’s Maintenance Manuals and Technical Publications any time maintenance is being performed.

PM 5 Stowing Electrical Wiring or Connectors

Whenever a procedure calls for disconnecting, unplugging or stowing an electrical wire or electrical connector, the following procedures shall be accomplished:

A. For Electrical Wiring

1. Assure the electrical wire(s) will not arc or short and, if necessary, wrap wire ends in a non-conductible material.

2. Place end of wire(s) in a liquid proof material (plastic bag, etc.) and tie-wrap.

3. Secure the wire(s) to a suitable nearby stationary object.

B. For Electrical Connector

1. Place electrical connector in a liquid proof material (plastic bag, etc.) and tie-wrap.

2. Secure the electrical connector to a suitable nearby stationary object.

NOTE: Fuel lines, hydraulic lines, control cables, etc. are <u>not</u> suitable objects for securing electrical wires or electrical connectors. Protection against chafing, battery acids, fluids, personnel and cargo, high temperatures, and protection in wheel wells and landing gear areas must be assured.

PM 21-A

GENERAL

This describes the procedures to be used when the aircraft is required to remain unpressurized.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Set the Cabin Dump switch to DUMP.

B. Set the Bleed Air switches to OFF.

C. When flight planning for an unpressurized flight:

1. Verify that fuel on board is adequate for planned flight considering higher fuel consumption rates for lower flight altitudes.

2. Verify that oxygen on board is adequate for planned flight considering planned flight altitude.

PM 21-2A

GENERAL

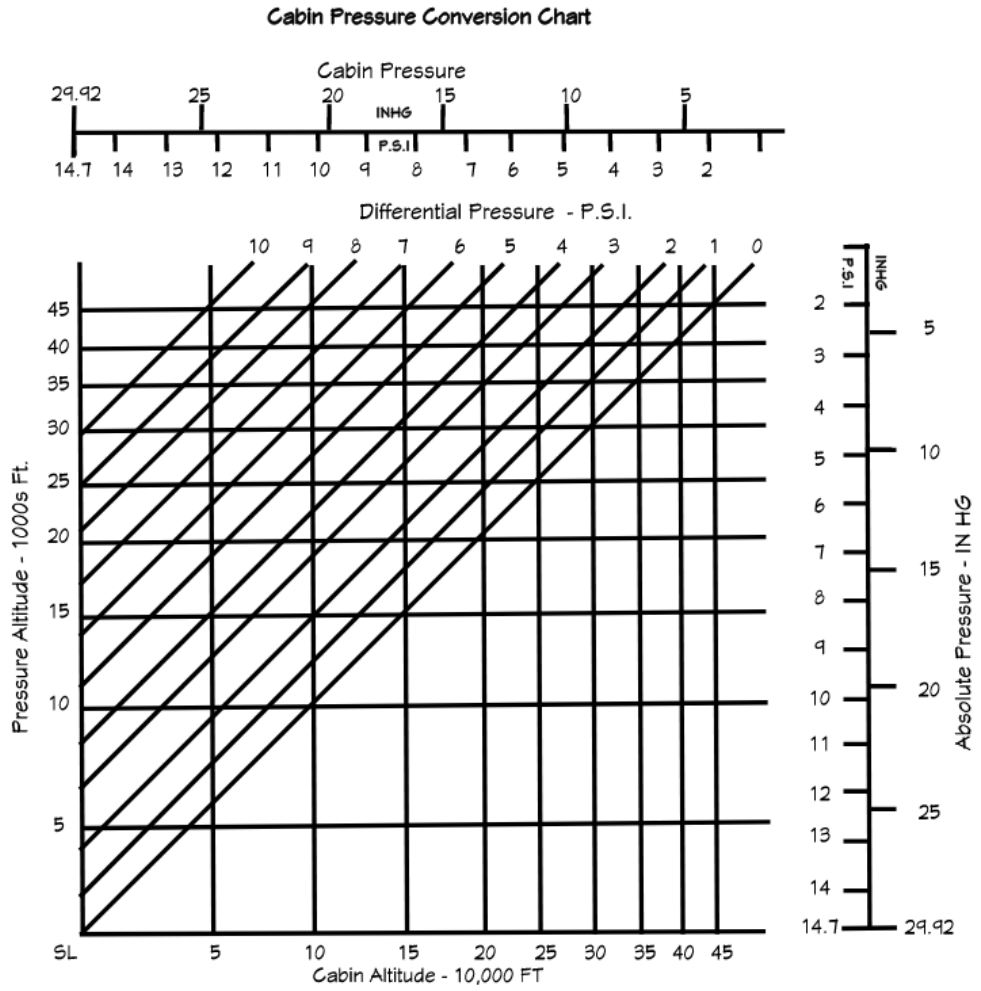
This describes the procedures to be used when the Cabin Altitude or Differential Pressure Indicator is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine that required indication operates normally.

B. Utilize the following chart when necessary to convert cabin altitude or cabin differential pressure



PM 21-4A

GENERAL

This describes the procedures to be used when a Flow Control Valve is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

A. Determine that the affected Flow Control Valve is in the closed position as follows:

1. Operate associated engine.

2. Set associated Bleed Air Switch to ON.

3. Verify that no air is flowing from the conditioning air ducts.

B. Determine that the cockpit fresh air fan operates normally with the gear retracted as follows:

1. With aircraft on jacks, energize electrical system.

2. Retract landing gear.

3. Set the Cockpit Fresh Air Fan switch to ON. Check that fan operates normally.

OR

4. Cause authorized personnel to perform a maintenance flight. After retracting gear, check that the Cockpit Fresh Air Fan operates normally.

C. Determine by a functional check that the other Air Conditioning system operates normally.

(O) Flight Crew to confirm that Oxygen and Masks are provided for all occupants as required by 14 CFR.

PM 21-5A

GENERAL

This describes the procedures to be used when a Automatic Pressurization Controller is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and or restrictions:

(M) MAINTENANCE PROCEDURES

A. Determine that the manual pressurization controller operates normally as follows:

1. Start engines.

2. Open CABIN PRESS DUMP circuit breaker on left console.

3. Position cabin pressure dump switch to NORM.

4. Position both BLEED AIR switches ON.

5. Position pressurization mode selector to MANUAL.

6. Close manual rate control. Verify cabin rate of climb indicator indicates a descent.

7. Slowly open manual rate control. Verify that rate of climb indicator indicates a climb.

8. When cabin pressure reaches 0.5 psi or less, reset the CABIN PRESS DUMP circuit breaker.

9. Return aircraft to desired configuration.

PM 21-6A

GENERAL

This describes the procedures to be used when the Manual Pressurization Controller is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

A. Determine that the automatic pressurization controller operates normally as follows:

1. Start engines.

2. Open CABIN PRESS DUMP circuit breaker on left console.

3. Position cabin pressure dump switch to NORM.

4. Position both BLEED AIR switches ON.

5. Position pressurization mode selector to AUTO.

6. Rotate cabin altitude control to position cabin altitude pointer at the six o'clock position. As the airplane begins to pressurize, position RATE selector to MIN. Verify rate of climb is 50 feet per minute down.

7. Position RATE selector to MAX. Verify rate of climb is 2000 feet per minute down.

8. Position altitude selector to 2000 feet. Verify cabin rate of climb indicator indicates a climb.

9. Position the RATE selector to MIN. When cabin pressure reaches 0.5 psi or less, reset the CABIN PRESS DUMP circuit breaker.

10. Return aircraft to normal configuration.

PM 21-9A

GENERAL

This describes the procedures to be used when the Air Conditioning System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine on a maintenance flight that the Cockpit Fresh Air Fan operates normally with the landing gear retracted.

B. Select the affected bleed air switch to OFF and placard INOP.

C. Determine the other Flow Control Valve and Air Conditioning System operates normally as follows:

1. Operate the engine associated with the operative air conditioning system.
2. Set associated Bleed Air switch to ON.
3. Verify that air is flowing from the conditioning air ducts.
4. Vary the air conditioning temperature control and check that the conditioned air temperature varies corresponding to control movement.

D. Verify that oxygen and masks are provided for all occupants, as required by FAR.

PM 21-10A

GENERAL

This describes the procedures to be used when the Cabin Dump Valve is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Set the Cabin Dump switch to DUMP.

B. Set the Bleed Air switches to OFF.

C. When flight planning for an unpressurized flight:

1. Verify that fuel on board is adequate for planned flight considering higher fuel consumption rates for lower flight altitudes.

2. Verify that oxygen on board is adequate for planned flight considering planned flight altitude.

(M) MAINTENANCE PROCEDURES

A. Secure the Cabin Dump Valve in the open position by inserting a clip or safetying a block in the valve opening. Use a block that will not damage the valve such as wood or plastic.

PM 22-1A

GENERAL

This describes the procedures to be used when the Autopilot is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

A. Pull and band the Auto Pilot circuit breaker,

B. Operate all flight controls, including trim, to full travel limits, and ascertain that no binding, restriction, or other electrical or mechanical fault exists which might have an adverse effect on any flight control

C. Placard Autopilot INOP IAW MEL Procedures

PM 23-A

GENERAL

The following restrictions apply any time an airplane is flown with an item or items of communications equipment inoperative when conducting operations under FAR 135.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Two communication systems appropriate to the ground facilities to be used must be operative as follows:

1. When conducting operations under Instrument Flight Rules.

2. When conducting extended over water operations

B. One communication system appropriate to the ground facilities to be used must be operative as follows:

1. When conducting operations under VFR at night.

2. When conducting operations under VFR Over-the-Top.

3. Wherever Air Traffic Control is being exercised.

PM 23-B

GENERAL

The following restrictions apply any time an airplane is flown with an item or items of communications equipment inoperative when conducting operations under FAR 91.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. One communication system appropriate to the ground facilities to be used must be operative as follows:

1. When conducting operations under IFR

2. Wherever Air Traffic Control is being exercised.

PM 23-C

GENERAL

This describes the procedures to be used when a Fixed ELT is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

A. The system is deactivated by securing the circuit breaker in the off position by slipping a CB lockout Device over the push button shaft or by tying it off with a plastic bundle tie.
B. Repairs must be made within 90 days.

PM 23-4A

GENERAL

This describes the procedures to be used when the Passenger Address System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Ensure that passengers have been orally briefed on normal and emergency procedures prior to each departure.

B. Orally brief the passengers during flight any time a briefing is required for normal or emergency operations.

This procedure is also applicable to all cargo operations when the Courier Seat is Occupied.

PM 24-2A

GENERAL

This describes the procedures to be used when a DC Voltmeter (with a Combination Indicator) is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine that the opposite Battery and Generator are operative as follows:

1. Set Battery switch associated with operative DC Voltmeter to ON and verify that the DC Voltmeter indicates 24 VDC.

2. Operate engine opposite from affected DC Voltmeter and verify that the DC Voltmeter indicates 28 VDC.

B. Monitor the Generator and Battery Lights to ensure system with inoperative DC Voltmeter operates normally.

PM 24-8A

GENERAL

This describes the procedures to be used when a Battery Disconnect Warning Light is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

C. Determine by visual inspection that the associated Battery does not show indications of overheating.

D. Disconnect and stow the affected Battery connector as follows:

1. Check that all electrical control switches in the cockpit are set to OFF.

2. Ensure that electrical ground power unit is not connected to receptacle.

3. Gain access to batteries.

4. Disconnect removable power connectors from battery.

5. Stow connector as per PM 5.

PM 25-3A

This describes the procedures to be used when any Floatation Equipment is inoperative when conducting operations under FAR 135.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Remove the affected floatation equipment from its normal location to prevent possible use. The affected floatation equipment may be stored in a baggage compartment until reaching a company facility where it may be removed for repair or replacement.

Flight Crew Notes for FAR 135 operations:

A. Approved floatation gear readily available to each occupant and at least one pyrotechnic signaling device is required for flights conducted over water beyond power-off gliding distance from shore.

B. For extended over water flights the following are required:

1. An approved life preserver equipped with an approved survivor locator light for each occupant of the airplane.

2. Enough approved life rafts of a rated capacity and buoyancy to accommodate the occupants of the airplane. An approved survival type emergency locator transmitter must be attached to one of the life rafts.

PM 25-3B

This describes the procedures to be used when any Floatation Equipment is inoperative when conducting operations under FAR 91.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Remove the affected floatation equipment from its normal location to prevent possible use. The affected floatation equipment may be stored in a baggage compartment until reaching a company facility where it may be removed for repair or replacement.

Flight Crew Notes for FAR 91 operations:

A. Flights operated for hire beyond power off gliding distance from shore require the following:

1. Approved floatation gear, readily available to each occupant.

2. At least one pyrotechnic signaling device.

PM 26-3A

GENERAL

This describes the procedures to be used when ”E” (Empty) Light(s) on Engine Fire Extinguisher Control Panel is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine prior to each takeoff by a visual check of the pressure gauge on the affected bottle(s) that the bottle pressure is within the required range. The required range is determined from the pressure vs. temperature placard located near the bottle.

PM 27-4A

GENERAL

This describes the procedures to be used when Gust Lock System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Monitor the flight controls until gust protection is in place as follows:

1. Secure flight control wheel in the full aft position with the seat belt.

2. Secure the rudder with either an external gust lock or by a rudder pedal locking tube.

B. Prior to each takeoff flight control freedom of movement is verified by moving controls through full travel.

(M) MAINTENANCE PROCEDURES

A. Determine that the Flight Control Locking Pins are secured in the unlocked positions as follows:

1. Safety Flight Control Lock lever in the unlocked position.

2. Verify that the flight controls have full, unrestricted freedom of movement.

PM 28-1A

GENERAL

This describes the procedures to be used when one Fuel Quantity System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine prior to each takeoff that the Fuel Crossflow Annunciation operates normally as follows:

1. Set the Fuel Crossflow switch to OFF.

2. With power applied to the annunciators, verify that the Fuel Crossflow annunciator is extinguished.

3. Set the Fuel Crossflow switch to ON and verify that the Fuel Crossflow light illuminates.

B. Determine with both engines operating prior to each takeoff by observing the Fuel Flowmeters indicate that they operating normally.

C. Prior to each takeoff use the Fuel Magnasticks to determine that the fuel tank quantity is adequate for the planned flight and that fuel quantities in each sight are equal unless the tanks are filled to capacity.

PM 30-10A

GENERAL

This describes the procedures to be used when the De-Ice Pressure Indicator is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Check the deice boots for proper inflation cycle as follows:

1. With either or both engines operating, select the Deice switch to MANUAL and verify that deice boots inflate.

2. Set the Deice switch to OFF and verify that deice boots deflate.

3. While boots are deflating verify that the vacuum indicator indication momentarily decreases.

PM 30-13A

GENERAL

This describes the procedures to be used when the Park Mode of a Windshield Wiper is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) OPERATIONAL PROCEDURES

A. Manually park the affected wiper blade as follows:

1. Place wiper blade in a position that allows a field of vision satisfactory to the flight crew.

2. Disengage the affected Windshield Wiper circuit breaker as per PM 1.

PM 32-1A

GENERAL

This describes the procedures to be used when the Nose Wheel Steering is inoperative on SA227 aircraft built per ECP 603 or modified by SB 227-32-030.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Verify that arming valve operates normally during VALVE TEST portion of TAXI check.

B. Maintain directional control with rudder, differential braking, and/or differential power.

(M) MAINTENANCE PROCEDURES

A. If the NWS system has an electrical malfunction, deactivate the system by setting the Nose Wheel Steering switch to OFF.

CAUTION: Do not pull the NWS circuit breaker to deactivate the system. The circuit breaker must be IN to enable the NOSE WHEEL STEER FAIL amber annunciator light to warn of a leaky arming valve.

NOTE: There is no approved method of deactivating the nose wheel steering system by cutting off hydraulic power to the system.

B. Determine that the arming valve operates normally and has not failed (leaky).

PM 32-2A

GENERAL

This describes the procedures to be used when the Nose Wheel Steering Speed Lever Microswitch is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Whenever necessary to activate steering:

1. Check that nose wheel steering arm switch is ARMED.

2. Depress the power lever microswitch.

PM 32-5A

GENERAL

This describes the procedures to be used when the Parking Brake is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Monitor the brakes when either the wheel chocks are not installed or the aircraft is not tied down.

PM 32-7A

GENERAL

This describes the procedures to be used when the Landing Gear Control Latch Solenoid is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Check that landing gear control lever is latched.

B. To reposition landing gear control lever from DN to UP after takeoff, manually override the locking mechanism.

PM 33-3A

GENERAL

This describes the procedures to be used when the Passenger Notice System (Fasten Seat Belt/No Smoking Light) is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Orally brief the passengers each time smoking is permitted or restricted and each time seat belts are or are not required to be fastened.

PM 33-3B

GENERAL

This describes the procedures to be used when the Passenger Lighted Information Sign is inoperative.

(M) MAINTENANCE PROCEDURES

For Passenger Seats:

A. Remove Head Rest on Inoperative Passenger seat if applicable
B. Fasten the seatbelt around the seat bottom
C. Install a Placard on the seat belt stating "**Do Not Occupy**" with lettering at least 1" in height.

For an Inoperative Lavatory:

A. Secure the door in the closed position.
B. Install a Placard at approximate eye level on the door stating "**Do Not Occupy**" with lettering at least 1" in height

PM 34-A

GENERAL

The following restrictions apply any time an aircraft is flown with an item or items of navigation equipment inoperative for operations conducted under FAR 135.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

NOTE: For operations on Special MEAs conducted under B030, dual TSO-C145a/C146a PGS/WASS RNAV systems are considered to be independent.

A. Two Approved independent navigation systems suitable for navigating the aircraft along the route to be flown within the degree of accuracy required for ATC must be operative when conducting operations under the following conditions:

1. IFR

2. Extended overwater conditions

B. One VOR navigation system (including Glide Slope System, Localizer, and Marker Beacon must be operative when conducting IFR or Extended Overwater Operations. Ref: §135.165(a)(3).

PM 34-B

GENERAL

The following restrictions apply any time an aircraft is flown with an item or items of navigation equipment inoperative for operations conducted under FAR 91.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. One navigation system appropriate to the ground facilities to be used must be operative in areas where Instrument Flight Rules are mandatory.

B. One VOR navigation system must be operative when conducting IFR operations in Class B airspace.

C. No ground-based navigation systems (including Glide Slope System, Localizer, and Marker Beacon) are required with operating in accordance with TN8A405Y Ops Spec B 030: "The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications."

PM 34-C

GENERAL

This describes the procedures to be used when the ATC Transponder/Automatic Altitude Reporting Systems are inoperative. --

NOTE: This also applies to ADS-B Transponders.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. One ATC Transponder with automatic pressure altitude reporting equipment is required:

1. When operations are conducted in Class A, Class B, and Class C airspace areas.
2. When operations are conducted above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL.
3. When operations are conducted in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface.
4. When operations are conducted into or out of the United States or into, within, or across the contiguous US ADIZ.

5. When operations are conducted in the airspace within 30 nautical miles of an airport listed below from the surface upward to 10,000 feet MSL:

Atlanta, GA	The William B. Hartsfield Atlanta Int'l Airport
Baltimore, MD	Baltimore/Washington international Airport
Boston, MA	General edward Lawrence Logan Int'l Airport
Chantilly, VA	Washington Dulles International Airport
Charlotte, NC	Charlotte/Douglas International Airport
Chicago, IL	Chicago-O'Hare International Airport
Cleveland, OH	Cleveland-Hopkins International Airport
Covington, KY	Cincinatti Northern Kentucky International Airport
Dallas, TX	Dallas/Fort Worth Regional Airport
Denver, CO	Denver International Airport
Detroit, MI	Metropolitan Wayne County Airport
Honolulu, HI	Honolulu International Airport
Houston, TX	George Bush Intercontinental Airport/Houston
Kansas City, MO	Mid-Continent International Airport
Las Vegas, NV	McCarran International Airport

Cont'd

PM 34-C **Cont'd**

Los Angeles, CA	Los Angeles International Airport
Memphis, TN	Memphis International Airport
Miami, FL	Miami International Airport
Mineapolis, MN	Mineapolis-St. Paul International Airport
Newark, NJ	Newark International Airport
New Orleans, LA	New Orleans International Airport-Moisant Field
New York, NY	John F. Kennedy International Airport
New York, NY	La Guardia Airport
Orlando, FL	Orlando International Airport
Philadelphia, PA	Philadelphia International Airport
Phoenix, AS	Phoenix Sky Harbor International Airport
Pittsburgh, PA	Greater Pittsburgh International Airport
St. Louis, MO	Lambert-St. Louis International Airport
Salt Lake City, UT	Salt Lake City International Airport
San Diego, CA	San Diego International Airport
San Francisco, CA	San Francisco International Airport
Seattle, WA	Seattle-Tacoma International Airport
Tampa, FL	Tampa International Airport
Washington, DC	Ronald Reagan Washington National Airport and Andrews Air Force Base

B. Flight Crew may request ATC authorized deviations from the above requirements as follows:

1. For aircraft with an operating Transponder, but without operating automatic pressure altitude reporting equipment having a Mode C capability, the request may be made at any time.

2. For operation of an aircraft with an inoperative transponder to the airport of ultimate destination, including any intermediate stops, or to proceed to a place where suitable repairs can be made or both, the request may be made at any time.

3. For operation of an aircraft that is not equipped with a transponder, the request must be made at least one hour before the proposed operation.

PM 34-16

GENERAL

This describes the procedures to be used when the Traffic Alerter Collision Avoidance System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

C. Pull and Tie-wrap the TCAS Circuit Breaker.

(O) FLIGHT CREW PROCEDURES

A. Verify that enroute or approach procedures do not require the use of Traffic Alert and Collision Avoidance System. (See NOTE)

NOTE: Operator has no published procedure which would require the use of Traffic Alert and Collision Avoidance System for enroute or approach flight segments.

PM 34-17

GENERAL

This describes the procedures to be used when the Ground Proximity Warning System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. "GPWS Modes 1-4 Inop" placard shall be placed near the GPWS Control Panel

B. "GPWS Test Mode Inop" placard shall be placed near the GPWS Control Panel.

C. "GS DEV (Mode 5) Mode Inop" placard shall be placed near the GPWS Control Panel.

D. "Advisory Callouts Inop" placard shall be placed near the GPWS Control Panel. **Pilots will ensure that all standard callouts regarding altitude, positional and performance deviations and status are clearly made when due.**

PM 34-18A

GENERAL

This describes the procedures to be used when the Gyroscopic Direction Indicator Slaved Mode is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Verify that directional gyro erects normally.

B. Monitor the directional gyro for precessing. Adjust as necessary.

PM 34-18B

GENERAL

This describes the procedures to be used when the Non stabilized Magnetic Compass is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Verify DG indications utilizing known runway headings prior to each takeoff.

B. Utilize GPS “track” and “bearing” functions to monitor DG indications.

PM 34-21

GENERAL

This describes the procedures to be used when the Flight Management System Navigation Database is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Verify Navigation Fixes utilizing current Aeronautical Charts prior to dispatch

B. Contact FFS and/or check Notams to determine status of Navigation Facilities that define the route of flight.

PM 52-1A

GENERAL

This describes the procedures to be used when the Cabin Door Closed Warning Light System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine by visual inspection prior to each takeoff that the latches are in the closed and latched position.

B. Do not reopen the door after the latches have been inspected unless another inspection is made prior to departure.

C. Brief the passengers to remain seated with seat belts fastened throughout the flight.

D. If Fasten Seat Belt Sign is operative, leave it on throughout the flight.

E. Operate the aircraft unpressurized as per PM 21-A.

PM 52-2A

GENERAL

This describes the procedures to be used when the Aft Cargo Door Closed Warning Light System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine by visual inspection prior to each takeoff that the latches are in the closed and latched position.

B. Do not reopen the door after the latches have been inspected unless another inspection is made prior to departure.

C. Brief the passengers to remain seated with seat belts fastened throughout the flight.

D. If Fasten Seat Belt Sign is operative, leave it on throughout the flight.

E. Operate the aircraft unpressurized as per PM 21-A.

PM 52-3A

GENERAL

This describes the procedures to be used when the Aft Cargo Door Test Light is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine the Cargo Door Closed Warning Light System (Item 52-2) operates normally by verifying that the annunciator is illuminated when the cargo door is open and extinguishes when the cargo door is closed.

B. Check that the annunciator is extinguished prior to departure.

PM 52-3B

GENERAL

This describes the procedures to be used when the Cabin Door Test Light on SA226 aircraft is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine by visual inspection prior to each takeoff that the latches are in the closed and latched position.

B. Do not reopen the door after the latches have been inspected unless another inspection is made prior to departure.

C. Brief the passengers to remain seated with seat belts fastened throughout the flight.

D. If Fasten Seat Belt Sign is operative, leave it on throughout the flight.

E. Operate the aircraft unpressurized as per PM 21-A.

PM 52-6A

GENERAL

This describes the procedures to be used when an Aft Cargo Door Latch (Click Clack) is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Operate the aircraft unpressurized as per PM 21-A.

B. Determine prior to each takeoff by visual inspection that the remaining Click Clack Latches are closed and latched.

C. Do not reopen the door after the latches have been inspected unless another inspection is made prior to departure.

(M) MAINTENANCE PROCEDURES

A. One Click Clack Latch may be removed from the door as follows:

1. Remove upholstery from door.

2. Remove bolt connecting the affected push-pull rod.

3. Remove bayonet from push-pull rod.

B. Remove upholstery trim strips from door frame.

C. Verify by visual inspection that the remaining Click Clack latches engage properly.

PM 52-6B

GENERAL

This describes the procedures to be used when an Aft Cargo Door Latch (Click Clack) is inoperative and aircraft is equipped with Cargo Door Warning and Test Light system.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Operate the aircraft unpressurized as per PM 21-A.

B. Check that the Annunciator is extinguished prior to each departure.

(M) MAINTENANCE PROCEDURES

A. One Click Clack Latch may be removed from the door as follows:

1. Remove upholstery from door.

2. Remove bolt connecting the affected push-pull rod.

B. Remove upholstery trim strips from door frame.

C. Verify by visual inspection that the remaining Click Clack latches engage properly.

D. Secure the microswitch in the off position on the removed bayonet.

E. Determine the Cargo Door Closed Warning Light System (Item 52-2) operates normally by verifying that the annunciator is illuminated when the cargo door is open and extinguishes when the cargo door is closed.

PM 52-7A

GENERAL

This describes the procedures to be used when a Door Seal(s) is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) MAINTENANCE PROCEDURES

A. Disconnect, cap, and plug door seal pressure line either at the door or at the door seal shutoff valve to prevent excessive air leakage from system.

PM 71-1A

GENERAL

This describes the procedures to be used when an Engine Case Ground Heating System (TANIS) is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(M) Maintenance – Examine all electrical wiring and connections and assure that no chance of interference with any aircraft component will occur. Tanis system components may be removed if mechanic determines that removal is the best course of action.

PM 73-1A

GENERAL

This describes the procedures to be used when a Fuel Flowmeter is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Determine that both Fuel Quantity Indications are operative by noting indication increases as fuel is added to the aircraft fuel tanks.

B. The affected side fuel flow may be determined by timing fuel quantity changes.

C. Placard fuel totalizer INOP.

NOTE: The fuel totalizer will be inaccurate when one fuel flowmeter is inoperative.

PM 77-6A

GENERAL

This describes the procedures to be used when an EGT Compensator is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Monitor the EGT gauges to assure EGT limits are not exceeded.

(M) MAINTENANCE PROCEDURES

A. Set the movable red line (bug) on the EGT Gauge to the uncompensated limiting temperature. The supplement for TPE-331-10UA-511G engines, Section 4, Performance "Takeoff Power Set Chart" is utilized to determine the uncompensated limiting temperature.

B. Placard the EGT gauge "EGT COMP INOP – USE MARKED TEMP LIMITS".

PM 80-1A

GENERAL

This describes the procedures to be used when an Auto Start System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

A. Refer to "Battery Start" in the Airplane Flight Manual for manual start procedures. Manually hold the speed switch override switch or the speed switch through the speed range until self-sustaining speed, as determined from AFM, is reached.

B. Refer to "Airstart Procedure" in the Airplane Flight Manual for manual airstart procedures.