SOALA
SOLUCIONES AÉREAS DE LA LAGUNA

MINIMUN EQUIPMENT LIST

"MEL"

REV. 02

15-ABRIL-2019

XA-LAG

PILATUS AIRCRAFT
PC-12/47E

ELABORADO EN BASE A:

Pilatus Aircraft LTD. PC-12/47E MASTER
MINIMUM EQUIPMENT LIST (MMEL)
Rev. 03
Date: 02/05/2018

INTENCIONALMENTE DEJADA EN BLANCO

REGISTRO DE REVISIONES

No. REVISION y FECHA		FECHA DE INSERCION	INSERTADO POR
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DIRECCIÓN DE AVIACIÓN

LIST OF EFFECTIVE PAGES

PAGE	DATE	REVISION
PORTADA - 1	02 ABR 2019	02
PORTADA - 2	02 ABR 2019	02
RR-1	02 ABR 2019	02
LEP-1	02 ABR 2019	02
CONT-1	02 ABR 2019	02
APL-1	02 ABR 2019	02
PRE-1	02-ABR-19	02
PRE-2	15-ABR-19	Original
DEF-1	15-ABR-19	Original
DEF-2	15-ABR-19	Original
DEF-3	15-ABR-19	Original
DEF-4	15-ABR-19	Original
MEL		
21-1	15-ABR-19	Original
21-2	15-ABR-19	Original
21-3	15-ABR-19	Original
22-1	15-ABR-19	02
23-1	15-ABR-19	Original
23-2	15-ABR-19	02
24-1	02 ABR 2019	02
25-1	15-ABR-19	02
25-2	15-ABR-19	Original

PAGE	DATE	REVISION
25-3	15-ABR-19	Original
25-4	15-ABR-19	Original
25-5	15-ABR-19	Original
26-1	15-ABR-19	Original
27-1	15-ABR-19	Original
28-1	15-ABR-19	Original
28-2	15-ABR-19	Original
30-1	15-ABR-19	Original
31-1	15-ABR-19	01
32-1	15-ABR-19	Original
33-1	15-ABR-19	Original
33-2	15-ABR-19	02
34-1	15-ABR-19	Original
34-2	15-ABR-19	02
34-3	15-ABR-19	02
34-4	15-ABR-19	Original
34-5	15-ABR-19	02
34-6	15-ABR-19	Original
34-7	15-ABR-19	Original
35-1	15-ABR-19	Original
38-1	15-ABR-19	Original

PAGE	DATE	REVISION
45-1	15-ABR-19	Original
46-1	15-ABR-19	Original
46-2	02 ABR 2019	02
46-3	02 ABR 2019	02
52-1	15-ABR-19	Original
52-2	15-ABR-19	Original
56-1	15-ABR-19	Original
79-1	15-ABR-19	Original
M&O		
M&O-0	15-ABR-19	Original
M&O-1	15-ABR-19	Original
M&O-2	15-ABR-19	Original
M&O-3	15-ABR-19	Original
M&O-4	15-ABR-19	Original
M&O-5	15-ABR-19	Original
M&O-6	15-ABR-19	Original
M&O-7	15-ABR-19	Original

TABLE OF CONTENTS

ATA SYS No.	S Y S T E M	P A G E
--	Revision Control	RR-1
--	List of Effective Pages	LEP-1
--	Table of Contents	CONT-1
--	Applicability List	APL-1
--	Preamble	PRE-1 thru PRE-2
--	Definitions	DEF-1 thru DEF-4
21	Air Conditioning	21-1 thru 21-3
22	Autoflight	22-1
23	Communications	23-1 thru 23-2
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 thru 25-5
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1 thru 28-2
30	Ice & Rain Protection	30-1
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1 thru 33-2
34	Navigation	34-1 thru 34-7
35	Oxygen	35-1
38	Water/Waste	38-1
45	Central Maintenance System	45-1
46	Information Systems	46-1, thru 46-3
52	Doors	52-1, thru 52-2
56	Windows	56-1
79	Engine Oil	79-1
--	Guidelines for (M) and (O) Procedures	M&O-0 thru M&O-7

APPLICABILITY LIST

This manual contains the Pilatus Aircraft PC-12/47E Minimum Equipment List (MEL) under which the ***Soluciones Aéreas de la Laguna, S.A. de C.V.´s*** PC-12/47E Airplane must be operated and was developed from the F.A.A. Pilatus Aircraft PC-12/47E Master Minimum Equipment List through revision ***03*** dated ***02/05/2018*** approved by the FAA.

The Pilatus Aircraft Airplane that ***Soluciones Aéreas de la Laguna S.A. de C.V.*** operates are model PC-12/47E and the present manual is Only for the use in the following airplane:

MAKE	MODEL	SERIAL NUM.	REGISTRATION
Pilatus Aircraft	**PC-12/47E**	***1325***	***XA-LAG***

DGAC APPROVED

PREAMBLE

The folowing is applicable for authorized certificate holders operating under **DGAC** regulations: The **DGAC** regulations require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. This MEL is developed from a Master Minimum Equipment List (MMEL) developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The ***Soluciones Aéreas de la Laguna, S.A. de C.V.*** MEL is not less restrictive than the MMEL and does not differ in format from MMEL. The MEL includes those items of equipment which may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

Equipment not required by the operation being conducted and equipment in excess of **DGAC** requirements are included in the MEL with appropriate conditions and limitations. This MEL does not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed in this MEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in this MEL to ensure that an acceptable level of safety is maintained.

This MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability this MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. This 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 Logbook as prescribed by **DGAC** and ***Soluciones Aéreas de la Laguna, S.A. de C.V.*** procedures. The item is then either repaired or may be deferred per this MEL. MEL conditions and limitations, do not relieve the Captain and Maintenance personnel from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Maintenance Aircraft Logbook entry is issued as prescribed by **DGAC** and ***Soluciones Aéreas de la Laguna, S.A. de C.V.*** procedures. Such documentation is required prior to operation with an item of equipment inoperative.

(Continued)

Preamble (Cont.)

Soluciones Aéreas de la Laguna, S.A. de C.V. is responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Soluciones Aéreas de la Laguna, S.A. de C.V. has established in the General Maintenance Manual, a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

This document was developed by ***Soluciones Aéreas de la Laguna, S.A. de C.V.*** and adecuated for the configuration of the **Pilatus Aircraft PC-12/47E, XA-LAG, N/S: 1325.**

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

Revised and authorized by Mexican Goverment through the Dirección General de Aeronáutica Civil (DGAC).

DEFINITIONS

1. System Definitions.

The System numbers are based on Air Transportation Association (ATA) Specification Number 100 and items are numbered sequentially.

Column 1. ITEM.

Means the equipment, system, component or function listed in the "Item" column.

Column 2. NUMBER INSTALLED.

Is the number (quantity) of the items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., passenger cabin items) a number is required.

Column 3. NUMBER REQUIRED FOR DISPATCH.

Is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

Column 4. REMARKS OR EXCEPTIONS.

This column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

Vertical Bar. CHANGE BAR

The vertical bar in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. Airplane Flight Manual

Is the document requiered for type certification and approved by the responsible FAA Aircraft Certification and DGAC office.

3. ***" As required by DGAC"*** means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal aviation Regulations operating rules. The number of items required by DGAC must be operative. When the listed item is not required by DGAC it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

(Continued)

Definitions (Cont)

Note - To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by Maintenance personnel.

5. ***"Deleted"*** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

6. "DIRECCION GENERAL DE AERONAUTICA CIVIL" (DGAC) means the applicable portions of SECRETARIA DE COMUNICACIONES Y TRANSPORTES Regulations.

7. ***"Flight Day"*** means a 24-hour period (from midnight to midnight) of Universal Time Coordinated (UTC), during which at least one flight is initiated for the affected aircraft.

8. ***"Icing Conditions"*** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

9. ***Alphabetical symbol in Column 4*** indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

10. ***"Inoperative"*** means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

11. ***"NOTES":*** in Column 4 provides additional information for crew member or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve to ***Soluciones Aéreas de la Laguna S.A. de C.V.*** of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

12. ***Inoperative components of an inoperative system***: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning /caution systems associated with the inoperative system must be operative unless relief is specifically authorized per this MEL).

13. ***"(M)"*** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other qualified personnel that are authorized to perform certain functions (See ***Soluciones Aéreas de la Laguna S.A. de C.V.'s*** General Maintenance Manual). Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel.

(Continued)

13. (M) (Cont.)

The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of ***Soluciones Aéreas de la Laguna S.A. de C.V.'s*** Maintenance. Appropriate maintenance procedures among with the operating procedures are published as part of the ***Soluciones Aéreas de la Laguna S.A. de C.V.'s*** General Maintenance Manual or MEL.

14. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized by the flight crew to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the flight crew. Appropriate maintenance procedures among with the operating procedures are published as part of the ***Soluciones Aéreas de la Laguna S.A. de C.V.'s*** General Operations Manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the DGAC.

15. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by ***Soluciones Aéreas de la Laguna S.A. de C.V.***

16. "Visual Flight Rules" (VFR) is as defined by DGAC This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

17. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow the flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

18. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, ash trays, overhead reading lamps, etc.

20. Repair intervals: Maintenance must effect repairs of inoperative systems or components, deferred in accordance with this MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of this MEL.

(Continued)

20. Repair intervals (Cont.)

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft logbook. For example, if it were recorded at 10 a.m. on January 26th.,the three day interval would begin at midnight the 26th. and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft logbook. For example, if it were recorded at 10 a.m. on January 26th., the 10 day interval would begin at midnight the 26th. and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft logbook.

The letter designators are inserted adjacent to Column 2.

21 "Not installed" means an item that is included in the MMEL but is not installed in the ***Soluciones Aéreas de la Laguna S.A. de C.V.'s*** Pilatus Aircraft PC-12/47E airplane, N/S: 1325, XA-LAG.

22 "Not applicable" means an item that is included in the MMEL but is not applicable for the PC-12/47E, N/S: 1325, XA-LAG.

23.- Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MEL for the repair of an inoperative item of equipment. This provision is applicable to all MEL items, i.e., categories "A, B, C, and D."

24.- Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification, STC, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
1. Air Cycle System	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or 10,000 feet MSL, c) ACS Emergency Shut Off LEVER is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.
2. Cabin Pressurization Control System				
A) Cabin Pressurization Control Unit (CPCU)	C	1	0	(M) (O)May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.
B) Emergency Dump Function	C	1	0	(M) (O)May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.
C) Cabin Pressure Outflow Valve (OFV)	B	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, c) ACS Emergency Shut Off Lever is PULLED, and d) Ambient conditions allow comfortable Cockpit/Cabin temperatures.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
2. Cabin Pressurization Control System (Continued)				
D) Cabin Pressure Relieve Valve (CPRV)	C	1	0	(M) (O)May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.
3. Cabin Differential Pressure Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.
4. Cabin Altitude Indication (MFD)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10,000 feet MSL, and c) OFV remains OPEN.
5. Temperature Control System (Ground ECS Mode)	D	1	0	
6. Cabin Or Cockpit Temperature Indication (MFD)	C	1	0	
7. Vapor Cycle Cooling System (VCCS)	-	-	-	*Not Installed*

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING					
8. Auxiliary Heating System	C	1	0	(M)(O) Auxiliary Cabin and Underfloor Heating may be inoperative if the flight is conducted at IOAT's above 15 degrees C.	
	C	1	0	(M) Auxiliary Cabin Heating may be inoperative provided the Underfloor Heating System is operative.	
9. Auxiliary Electric Battery Heater System	C	1	0		
10. Auxiliary Electric Engine Heater System				*Not Installed*	
11. Electric Foot Warmer System				*Not Installed*	
12 CPCS Fault White Status message	C	1	1	(M)(O) May be displayed provided: a) Flight is conducted unpressurized, b) Flight is conducted at or below 10, 000 feet MSL, c) Outflow Valve remains OPEN, d) ACS EMERGENCY SHUT OFF LEVER is pulled, and e) Ambient conditions allow comfortable cockpit/cabin temperatures.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
1. Autopilot System	C	1	0	(M) May be inoperative provided operations do not require its use.
		1	1	As required by DGAC in NOM-091-SCT3-2004, for RVSM operations, one Autopilot System and altitude hold function must be operative.
2. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.
	B	2	0	May be inoperative provided Autopilot is not used.
3. Yaw Damper	C	1	0	(O) May be inoperative provided that at FL 200 and above the aircraft is flown only in balanced flight (Slip Ball centered +/- 1 Ball).

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
1.	Communications System (VHF)	D	2	1	Any in excess of those required by DGAC in NOM-012-SCT3-2012 may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.
A)	MMDR (Communication)	C	2	1	Any in excess of those required by DGAC in NOM-012-SCT3-2012 may be inoperative.
2.	Cockpit Speakers	C	2	0	
3.	Audio Amplifiers				
A)	Normal System	B	1	0	May be inoperative provided Emergency System is operative.
B)	Emergency System	B	1	0	May be inoperative provided Normal System is operative.
4.	Voice Activated Interphone System	C	1	0	
5.	Control Yoke Press To Talk Switches	C	2	0	May be inoperative provided Hand Mike on affected side is operative.
6.	Static Wicks	C	12	6	May be inoperative provided no communication equipment is required for the flight.
A)	Left Winglet	C	2	1	
B)	Right Winglet	C	2	1	
C)	Rudder	C	3	1	
D)	Stinger	C	1	1	
E)	Left Elevator	C	2	1	
F)	Right Elevator	C	2	1	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
7. Passenger Address System (PA)				
A) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by DGAC, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
B) Cargo Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used
8. High Frequency (HF) Communication System	C	2	0	*Not Installed*
9. Hand Microphones				Deleted, Revision 3 (included in item 23-13, revision 2).
10. Oxygen Mask Microphones	C	2	0	Any in excess of those required may be inoperative
11. Selective Call Systems (SELCAL)				*Not Installed*
12 Emergency Locator Transmitter (ELT)	A	1	1	As required by DGAC in NOM-012-SCT3-2012 it must be operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
1. Emergency Power System (EPS)	C	1	0	May be inoperative, except for passenger carrying operations
2. Generator	C	2	1	One may be inoperative provided: a) Flight is conducted VFR, and b) Flight is not conducted in known or forecast icing conditions. c) Operations do not require its use .

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Shoulder Harness	C	2	2	Left and Right side may be operative according DGAC NOM-012-SCT3-2012.
2. Passenger Seat(s)	D	8	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
A) Recline Mechanism	D	8	0	(M) May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.
	C	8	0	(M) May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position.
B) Underseat Baggage Restraining Bars				*Not Installed*
C) Armrest	C	16	0	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position. d) If armrest is missing seat is secured in the full upright position.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS					
D) Seat belt Air Bag Restrain System		0	0	Not Installed	
3. Non-Essential Equipment & Furnishings (NEF)			0	Not Installed	
4. Flotation Equipment (10 life vest)	D	10	4	As required by DGAC NOM-012- SCT3-2012 a) The Airplane not operate on the water. b) The Airplane not operate more than distances superior at the glide distance of the coast or c) The passenger seat without lift vest not use.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS					
5. Emergency Medical Equipment					
A) Automatic External Defibrillator (AED) And/Or Associated Equipment		0	0	*Not Installed*	
B) Emergency Medical Kit (EMK) And/Or Associated Equipment		0	0	*Not Installed*	
C) First Aid Kit (FAK) And/Or Associated Equipment		1	1	As required by NOM-012-SCT3-2012	
6. Pilot Seat(s)					
A) Vertical Adjustment	C	2	1	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable).	
B) Fore And Aft Adjustment	C	2	1	May be inoperative provided Seat is secured in a position acceptable to the pilot before flight (no additional Cushions acceptable). NOTE: Rudder Pedal Adjustment must be operative.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS					
7. Galley Storage Compartment/Closets	C	5	0	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Associated Bin or Compartment is prominently placarded DO NOT USE, c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected Compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no Partitions are installed, the entire Overhead Storage Compartment is considered one Bin.	
	C	5	0	(M)(O) May be inoperative provided: a) Affected Door(s) is removed, b) Associated Bin or Compartment is not used for storage of any items, except those permanently affixed, c) Associated Bin or Compartment is properly placarded DO NOT USE, d) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and e) Passengers are briefed that associated Bin or Compartment is not used. (Continued)	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
7. Galley Storage Compartment/Closets (Continued)				NOTE 1: If no partitions are installed, the entire Overhead Storage Compartment is considered one Bin or Compartment. NOTE 2: Any Emergency Equipment located in the associated Compartment (permanently affixed) is available for use.
A) Storage Compartment Key Locks				*Not Installed*
8. Cargo Restraint Systems				*Not Applicable*
9. Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there is no field of vision restriction for the flight crew.
10. “Fasten Seat Belt While Seated” Sign Or Placard	C	2	1	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.
11.- Cockpit Smoke Vision System	D	1	0	May be inoperative or missing.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
26 FIRE PROTECTION					
1. Portable Fire Extinguisher		1	1	Any in excess of those required by DGAC in NOM-012-SCT3-2012 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.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
1. Flap Position Indication (MFD)	C	1	0	(O) May be inoperative provided: a) Prior to each flight, Flaps are verified to operate normally, b) Prior to each takeoff, Flaps are visually checked for proper position, and c) Stall Warning/Stick Shaker System is verified to function properly.
2. Triple Trim Indication (MFD)	C	1	0	(O) May be inoperative provided: a) Prior to each flight all Flight Control Trim Tabs are verified to operate normally, and b) Prior to each takeoff, Trim Tabs are visually checked for proper position.
3. Aileron Trim	C	1	0	(M) May be inoperative provided Aileron Trim Tab is set to NEUTRAL.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
1. Fuel Quantity Indication (L/R) (Analogue)	B	2	0	(O) Indication may be inoperative provided: a) The aircraft is fueled to maximum, b) The flight is restricted to a maximum of three hours, c) Triple Trim indication is operative, d) Aileron Trim is operative, and e) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance, f) FUEL RESET not possible.
	B	2	1	(O) One indication (L or R) may be inoperative provided: a) Triple Trim indication is operative, b) Aileron Trim is operative, and c) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) FUEL RESET not possible.
2. Fuel Flow/Fuel Used System (Digital)	C	1	0	(O) May be inoperative provided analogue Fuel Quantity Systems operate normally.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
3. FCMU Fault White CAS Message	B	1	1	(O)May be displayed provided: a) The aircraft is fueled to maximum, b) The flight is restricted to a maximum of three hours, c) Triple Trim indication is operative, d) Aileron Trim is operative, and e) If Autopilot is used it must be disconnected every 20 minutes to detect any possible fuel imbalance, f) FUEL RESET not possible
4 Low Lvl Sense Fault White CAS Message	C	1	1	(O) May be displayed provided: a) All fuel Quantity Indicating systems operate normally, and b) Fuel Flow and Fuel Systems operate normally.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE & RAIN PROTECTION				
1. Propeller De-Ice System	C	1	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Stall Warning/Stick Pusher System is verified to function properly in the NORMAL mode.
2. Surface Deice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.
3. Inertial Separator	C	1	0	(M) May be inoperative provided Separator is verified OPEN and Switch is verified in ON position.
4. Probes Heat	C	2	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Flight is conducted VMC.
5. Pitot And Static Heat	C	2	1	May be inoperative provided: a) Not required by DGAC, and b) Flight is not conducted into known or forecast icing conditions.
		2	2	As required by DGAC in NOM-091-SCT3-2004, at least two heaters (Pilot and co-pilot systems) must be operative for RVSM operations.
6. Windshield Heating	B	2	1	(M) May be inoperative for IFR flight, except for flight in known or forecast icing conditions, provided one Heating Zone of the Left Hand Windshield is verified to be operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/ RECORDING SYSTEMS				
1. Clock With Sweep Second Hand Or Electric Digital Clock	C	2	1	As required by DGAC in NOM-012-SCT3-2012 in part 4.1.3 (b) for VFR flights and part 4.1.6 (b) for IFR flights.
2. Flight Hour Recorder		0	0	*Not Installed*
3. Monitoring Warning System Channels (MWF A&B) (FAS, CAS And AWS)	A	2	1	One may be inoperative provided repairs are made within two flight days
A) CAS Cyan Advisory Messages				
1) ACMF Logs Full	C	1	1	May be displayed.
2) ACMF Logs> 80% Full	C	1	1	May be displayed
3) Engine Logs Full	C	1	1	May be displayed.
4) Engine Logs> 80% Full	C	1	1	May be displayed.
4. CVFDR		1	1	As required by DGAC in NOM-022-SCT3-2011 it must be operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
1. Parking Brake	C	1	0	(O) Operations procedure to prevent aircraft move
2.- Anti-skip system		0	0	Not Installed

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System	C	6	3	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Lights	C	4	2	May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.
3. Anti-Collision Beacon Light System	C	1	0	
4. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations provided Pulse Lights or Recognition Lights are installed and operative.
	C	2	0	May be inoperative for night operations provided Recognition Lights are installed and operative and provided the Taxi Light is operative.
5. Position Lights	C	1	0	May be inoperative for day operations.
6. Taxi Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided at least one Landing Light is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
7. Wing Icing Detention Lights	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
	C	1	0	
	C	2	1	May be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.
8. Fasten Seat Belt And No Smoking Signs	C	1	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.
9. Cockpit Dome Lighting	C	2	1	One may be inoperative for night operations and both may be inoperative for day operations.
10. Recognition Light (Pulsing)	C	1	0	
11. Logo Lights	C	2	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Primary Flight Display (PFD) System Channels	B	2	1	One may be inoperative provided ESIS is operative.
A) Primary Flight display (PFD) Attitude Heading Reference System (AHRS) Channels	B	2	1	(O) One may be inoperative provided ESIS is operative and Autopilot is not utilized.
B) Primary Flight Display (PFD) Air Data System Channels	B	2	1	One may be inoperative provided ESIS is operative.
		2	2	NOTE: Both Altimeter Indicating Channels and ESIS Altimeter must be operative for operation in RVSM airspace.
2. Electronic Standby Instrument System (ESIS)				
A) Altimeter	-	-	-	Delated
B) Attitude Indication	-	-	-	Delated
C) Airspeed Indication	-	-	-	Delated
D) Heading Indicator	-	-	-	Delated

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. ATC Transponders And Automatic Altitude Reporting Systems	B	2	1	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	2	1	Any in excess of those required by DGAC in NOM-003-SCT3-2010 and NOM-091-SCT3-2004 may be inoperative.
	D	2	1	As required by DGAC in NOM-091-SCT3-2004, for RVSM operations at least one ATC Transponder and Automatic Altitude Reporting System must be operative.
A) Elementary And Enhanced Downlink	A	1	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
B) ADS-B Squitter Transmissions	D	2	1	May be inoperative provided Operations do not require its use.
	C	2	0	(O) May be inoperative provided alternate procedures are established and used. Note: Any ADS-B out function that operates normally may be used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
4. ATC Mode S Transponder System	D	2	0	Any in excess of those required for the intended route may be inoperative. NOTE: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability.
	C	2	0	May be inoperative provided permission is obtained from the ATC authority having jurisdiction over the planned route of flight. NOTE 1: An operative ATC Mode S Transponder is defined as a Transponder which can provide at least elementary surveillance capability. NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace.
5. Navigation Equipment	C	4	0	Any in excess of those required by DGAC may be inoperative.
A) GPS	C	2	1	May be inoperative according with NOM-051-SCT3-2011.
B) MMDR (VOR/ILS, ADF)	C	2	1	One may be inoperative provided approach minimums or procedures do not require their use. According with NOM-012-SCT3-2012.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
5. Navigation Equipment (Continued)				
C) Distance Measuring Equipment (DME) Systems	C	1	0	May be inoperative provided: a) Not required by DGAC, and b) Autopilot is disengaged at or abode 400 feet AGL.
	C	1	0	Any in excess of those required by DGAC in NOM-012-SCT3-2012 may be inoperative.
D) Marker Beacon Receiver	C	1	0	May be inoperative provided approach procedure does not require its use.
6. Radar Altimeter	C	1	0	May be inoperative provided Autopilot is disengaged at 400 feet AGL.
7. Altitude Alerter/Pre-Select	C	1	0	
		1	1	NOTE: Must be operative for operation in RVSM airspace.
8. Altitude Alerting System	A	2	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
	C	2	0	May be inoperative provided it is not required by DGAC.
	C	2	1	As required by DGAC in NOM-091-SCT3-2004, for RVSM operations at least one Altitude Alerting System must be operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
9. Standby Magnetic Direction Indication				Delated
10. Flight Management System (FMS)				
A) Navigation Databases	C	1	0	(O) May be inoperative provided: a) Operations do not require its use, a) It is not used in a primary navigation system required By DGAC, IAW 11.1.2.1 CO AV-11/09 b) Alternate procedures are developed and used, c) The ICAO flight plan is updated (as required) to notify ATC of the the navigation equipment status of the aircraft, and d) Is required within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per DGAC.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIAGTION				
11. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	May be inoperative provided weather minimums are not predicted on its use
12. Traffic Alert And Collision Avoidance System (TCAS I)	B	1	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use. As required by DGAC in NOM-069-SCT3-2010 it must be operative.
13. Terrain Awareness And Warning System (TAWS)				
A) Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	B	1	1	As required by DGAC in NOM-070-SCT3-2010, part 5.1.1 the aircraft must be equipped with one GPWS that comply with the requirements established in part 5.1.3 of the same rule.
a) Modes 1 -4	A	4	0	(O) May be inoperative provided: a)Alternate procedures are established and used, and b)Repairs are made within 2 flight days.
b) Test Mode	A	1	0	May be inoperative provided: a)GPWS is considered inoperative, and b)Repairs are made within 2 flight days.
c) Glideslope Deviation(s) (Mode 5)	-	-	-	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
14, White CAS Status Messages				
A) AGM2/FMS 1 GFP **Inop**	C	1	1	May be displayed provided : a) Enroute navigation does not require its use and b) Procedures do not require its use.
B) AGM1 or 2 DB Error C)	C	1	1	May be displayed provided : c) Enroute navigation does not require its use and d) Procedures do not require its use.
AGM1 & 2 DB Error D)	C	1	1	May be displayed provided : e) Enroute navigation does not require its use and f) Procedures do not require its use.
AGM1 or 2 DB Old	C	1	1	May be displayed provided : g) Enroute navigation does not require its use and h) Procedures do not require its use.
E) AGM1& 2 DB Old	C	1	1	May be displayed provided : i) Enroute navigation does not require its use and j) Procedures do not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
1. Oxygen System (Passenger)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Flight is conducted at or below 10,000 feet MSL. Note: No se podrán efectuar vuelos arriba de 10,000 ft si no se cuenta con el equipo para suministrar oxigeno adicional a los pasajeros y miembros de la tripulacion, de conformidad con la Circular Obligatoria No. CO AV-09.5/07.
2. External Oxygen Pressure Gauge	C	1	0	May be inoperative provided the Cockpit Oxygen Pressure Gauge is operative.
3. Protective Breathing Equipment (PBE)	-	-	-	*Not Installed*

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER/WASTE				
1. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	1	0	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. NOTE: Any portion of the System which operates normally may be used.
	C	1	0	(M) Associated Lavatory System(s) may be inoperative provided: a) Associated Components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable, and c) Associated Lavatory Door(s) is secured CLOSED and placarded, “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
45 CENTRAL MAINTENANCE SYSTEM				
1. Central Maintenance Computer (CMC)	D	1	0	
2. Engine Trend Condition And Monitoring System	D	1	0	
3. Maint Memory Full White CAS Status Message	C	1	1	May be displayed.
4. No Engine Trend Store White CAS Message	C	1	1	May be displayed.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
1. Modular Avionics Unit (MAU)				
A) Actuator Input/Output Processor (AIOP) Module Channels	A	2	1	(M) One may be inoperative provided: a) Operations do not require Autopilot use, b) Autopilot is deactivated, and c) Repairs are made within 2 flight days.
B) Advanced Graphics Module (AGM) Channels	C	2	1	One may be inoperative provided: a) Reversionary modes are operative, b) ESIS is operative, and c) Repairs are made within 2 flight days.
2. Display Units (4 Display Configuration)				*Not Installed*
3. Display Units (3 Display Configuration)	B	3	2	(M) One display may be inoperative provided: a) Operative displays are pilot PFD and one MFD, b) ESIS is operative, and c) Standby Compass is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
46 INFORMATION SYSTEMS					
4. Multifunction Controller (MFC)	A	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made within 1 flight day.	
	C	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
A) MFC Shortcut Control Keys (Two Top Push Button Rows)	D	1	0		
B) MFC Secure Digital Data Card Slot	C	1	0	May be inoperative provided navigation database requires no update.	
C) MFC Joystick	B	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Procedures do not require FMS use.	
D) MFC Detail and Enter Keys (Next To Joystick)	D	1	0	(O) May be inoperative provided: a) APEX S/W Build 7 or higher is installed, b) Cursor Control Device is functional, and c) Operations do not require its use.	
E) MFC Arrow Keys	A	4	0	May be inoperative provided MFC Joystick is operative and repairs are made within 2 flight days.	
(Continued)					

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
F) MFC Page and MFD Keys (Alphanumeric Keyboard)	A	1	0	May be inoperative provided repairs are made within 2 flight days.
G) MFC Alphanumeric Keys	A	1	0	(O) May be inoperative provided: a) Operations do not require RNAV and FMS use, and b) Repairs are made with 2 flight days.
H) MFC Weather Radar Control	C	1	0	
5. Cursor Control Device (CCD)	C	1	0	May be inoperative provided Multifunction Controller is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
1. Cargo Door Closing Mechanism				*Not Applicable*
2. Cabin Door Seal	C	1	0	(O)(M) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.
3. Cargo Door Seal				*Not Applicable*
4. Emergency Exit Seal	C	1	0	(O)(M) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and a) OFV remains OPEN.
5. Door Key Locks	D	2	0	(M) May be inoperative provided Lock is in the UNLOCKED position secured.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
6. CAS Warning Annunciations				
A) Passenger Door B)	C	2	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) The locking pin at the handle is verified to be engaged by ground crew.
Pax + Cargo Door C)	C	2	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the doors are latched prior to each departure, and b) The pax door locking pin at the handle is verified to be engaged by ground crew.
Cargo Door				*Not Applicable*

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
56 WINDOWS				
1. DV-Window Seal	C	1	0	(O)(M) May be inoperative provided: a) Flight is conducted unpressurized, b) Aircraft is operated at or below 10,000 feet MSL, and c) OFV remains OPEN.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 ENGINE OIL				
1. Engine Oil Level Annunciator (Dip-Stick)	C	1	0	(O) May be inoperative provided oil quantity is visually checked before each flight.

MAINTENANCE & OPERATIONS PROCEDURES

MAINTENANCE & OPERATIONS PROCEDURES

DGAC authorities have identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures have been established by Soluciones Aéreas de la Laguna, S. A. de C. V. as guidelines for pilots, maintenance personnel and dispatchers.

ATA	DESCRIPTION
21-1	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL, ambient conditions allow safe cockpit/cabin temperature, and the ACS Emergency Shut Off Lever is PULLED. Note: Refer to Airplane Flight Manual limitations Section.
21-2-A	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12- B-21-30-01-00A-903A-A.
21-2-B	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12- B-21-30-01-00A-920A-A.
21-2-C	(O) Flight crew will ensure that the flight is conducted unpressurized, below 10,000 feet MSL and that the ACS Emergency Shut Off Lever is PULLED. Note: Refer to Airplane Flight Manual limitations Section.
21-2-D	(O) Flight crew will ensure flight is conducted unpressurized and below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12- B-21-30-02-00A-920A-A.

ATA	DESCRIPTION
21-3	(O) Flight crew will ensure flight is conducted unpressurized and below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12-12-B-21-30-00-00A-901A-A.
21-4	(O) Flight crew will ensure flight is conducted unpressurized and below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12-12-B-21-30-00-00A-901A-A.
21-8	(O) Flight crew will ensure flight is conducted at IOAT's above -15 degrees C. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that CB Cabin Heater and Underfloor Heater as well as Cabin Fan and Underfloor Fan are secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12-12-B-21-30-00-00A-901A-A. (M) Maintenance Personnel must verify that the Underfloor Heating System is operative and CB Cabin heater and Cabin Fan are secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12-12-B-21-30-00-00A-901A-A.
21-12	(O) Flight crew will ensure flight is conducted unpressurized and below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 21, Reference Document 12-12-B-21-30-00-00A-901A-A.
22-1	(M) Maintenance Personnel must verify that no electrical or mechanical fault exists that would have an adverse affect on any Flight Control System. Note: Refer to Aircraft Maintenance Manual Chapter 22, Reference Document 12- B-22-10-00-00A-313A-A.

ATA	DESCRIPTION
22-3	(O) Flight crew will ensure that at FL 200 the aircraft is flown only in balanced flight (Slip Ball centered +/- 1 Ball). Note: Refer to Airplane Flight Manual limitations Section.
23-7-A	(O) Flight crew will use alternate passenger briefing procedures just like explain directly to passengers the normal and emergency procedures. Note: Refer to Airplane Flight Manual limitations Section.
25-2-A	(M) Maintenance Personnel must verify that inoperative and Seat occupied provided Seat is secured in the UPRIGHT position. Note: Refer to Aircraft Maintenance Manual Chapter 25, Reference Document 12- B-25-21-01-00A-903A-A. (M) Maintenance Personnel must verify that inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position. Note: Refer to Aircraft Maintenance Manual Chapter 25, Reference Document 12- B-25-21-01-00A-903A-A.
25-7	(M) Maintenance Personnel must verify that Compartment is CLOSED and properly PLACARDED. Note: Refer to Aircraft Maintenance Manual Chapter 25, Reference Document 12- B-25-21-06-00A-920A-A. (M) Maintenance Personnel must verify that Door(s) is properly removed, Compartment is appropriately placarded, and crew is alerted. Note: Refer to Aircraft Maintenance Manual Chapter 25, Reference Document 12- B-25-21-06-00A-920A-A. (O) Flight crew will ensure that Bin or Compartment is not used for storage and crew and passengers are alerted and briefed. Note: Refer to Airplane Flight Manual limitations Section.
27-1	(O) Flight crew will ensure that the Stall Warning/Stick Shaker System and the Flap System operate normally and the Flaps are in the proper position. Note: Refer to Airplane Flight Manual limitations Section.
27-2	(O) Flight crew will ensure that the Triple Trim Indicator operates normally the Stab Pointer is visually checked prior to each takeoff. Note: Refer to Airplane Flight Manual limitations Section.

ATA	DESCRIPTION
27-3	(M) Maintenance Personnel must verify that CB Aileron Trim is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 27, Reference Document 12- B-27-10-00-00A-310A-A.
28-1	(O) Flight crew will disconnect the Autopilot and detect a fuel imbalance. Note: Refer to Airplane Flight Manual limitations Section. (O) Flight crew will disconnect the Autopilot and detect a fuel imbalance. Note: Refer to Airplane Flight Manual limitations Section.
28-2	(O) Flight crew will verify that all Fuel Quantity Systems operate normally. Note: Refer to Airplane Flight Manual limitations Section.
28-3	(O) Flight crew will disconnect the Autopilot and detect a fuel imbalance. Note: Refer to Airplane Flight Manual limitations Section.
28-4	(O) Flight crew will verify that all Fuel Quantity Systems operate normally and that the LOW FUEL CAS annunciation is operative. Note: Refer to Airplane Flight Manual limitations Section.
30-3	(M) Maintenance Personnel must verify that the Separator is in the OPEN position and the Switch position is ON. Note: Refer to Aircraft Maintenance Manual Chapter 30, Reference Document 12- B-30-20-01-00A-920A-A.
30-6	(M) Maintenance Personnel must verify that one Heating Zone on left hand Windshield is operative. Note: Refer to Aircraft Maintenance Manual Chapter 30, Reference Document 12- B-30-40-00-00A-901A-A.
32-1	(O) Flight crew will prevent aircraft movement. Note: Refer to Airplane Flight Manual Normal Procedures.
33-8	(O) Flight crew will brief passengers directly about emergency procedures prior to takeoff and landing. Note: Refer to Airplane Flight Manual Normal Procedures Section.
34-1-A	(O) Flight crew will ensure that Autopilot is not utilized. Note: Refer to Airplane Flight Manual Normal Procedures.

ATA	DESCRIPTION
34-2-B	(O) Flight crew will ensure that intended flight can be made with expected flight conditions. Note: Refer to Airplane Flight Manual Normal Procedures.
34-8	(O) Flight crew will ensure that intended flight can be made with expected flight conditions. Note: Refer to Airplane Flight Manual Normal Procedures.
34-10-A	(O) Flight crew must verify current aeronautical charts are used to verify navigation fixes prior to dispatch. Also must verify status and suitability of navigation facilities used to define route of flight and radios are manually tuned and identified.
35-1	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section.
38-1	(M) Maintenance Personnel must verify that associated Components are deactivated or isolated and System Components do not have leaks. Note: Refer to Aircraft Maintenance Manual Chapter 38, Reference Document 12- B-38-20-04-00A-920A-A. (M) Maintenance Personnel must verify that associated Components are deactivated or isolated, System Components do not have leaks, and the Lavatory Door is secured CLOSED and properly placarded. Note: Refer to Aircraft Maintenance Manual Chapter 38, Reference Document 12- B-38-20-04-00A-920A-A.
46-1-A	(M) Maintenance Personnel must deactivate the Autopilot System and ensure all Flight Controls function normally. Note: Refer to Aircraft Maintenance Manual Chapter 46, Reference Document 12- B-46-30-00-00A-901A-A.
46-3	(M) Maintenance Personnel must verify that Pilot PFD and one MFD are operational. Note: Refer to Aircraft Maintenance Manual Chapter 46, Reference Document 12- B-46-30-00-00A-901A-A.
46-4	(O) Flight crew will ensure that RNAV and FMS are not required. Note: Refer to Airplane Flight Manual limitations Section. (O) Flight crew will ensure that RNAV and FMS are not required. Note: Refer to Airplane Flight Manual limitations Section.

ATA	DESCRIPTION
46-4-C	(O) Flight crew will ensure that RNAV and FMS are not required. Note: Refer to Airplane Flight Manual limitations Section.
46-4-G	(O) Flight crew will ensure that RNAV and FMS are not required. Note: Refer to Airplane Flight Manual limitations Section.
52-2	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 52, Reference Document 12-B-52-10-00-00A-313A-A.
52-4	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 52, Reference Document 12-B-52-10-00-00A-313A-A.
52-5	(M) Maintenance Personnel must verify that Lock is secured in the UNLOCKED position. Note: Refer to Aircraft Maintenance Manual Chapter 52, Reference Document 12-B-52-10-00-00A-313A-A.
52-6 A)	(O) Flight crew will verify visually check for proper indications that the affected door(s) are latched prior to each departure. Note: Refer to Airplane Flight Manual Normal Procedures section.
52-6 B)	(O) Flight crew will verify visually check for proper indications that the affected door(s) are latched prior to each departure. Note: Refer to Airplane Flight Manual Normal Procedures section.

ATA	DESCRIPTION
56-1	(O) Flight crew will operate the aircraft in an unpressurized configuration, below 10,000 feet MSL. Note: Refer to Airplane Flight Manual limitations Section. (M) Maintenance Personnel must verify that the OFV is secured in the OPEN position. Note: Refer to Aircraft Maintenance Manual Chapter 56, Reference Document 12-B-56-11-02-00A-313A-A.
79-1	(O) Flight crew will visually check oil quantity prior to flight. Note: Refer to Airplane Flight Manual Normal Procedures section.