



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

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# Master Minimum Equipment List (MMEL)

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Revision: 11  
Date: 02/14/2023

## **Textron Aviation Model 300 300 (including FF Serials), 300LW, B300, B300C, B300C (MC-12W, UC-12W)**

Approved by the Aircraft Evaluation Division  
Federal Aviation Administration (FAA)  
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REVISION NO. 11

PAGE NO. I

DATE: 02/14/2023

AIRCRAFT:

Textron Aviation Model 300

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**LOG OF REVISIONS**

REV NO.	DATE
Original	04/20/1984
1	01/07/1985
2	03/23/1989
3	06/05/1989
4	07/10/1989
5	04/25/1990
5a	02/26/1991
5b	04/15/1991
5c	03/19/1997
5d	05/19/1997
5e	10/12/1999
6	01/09/2003
7	07/14/2004
8	03/18/2009
8a	12/21/2009
8b	03/03/2010
9	08/26/2016
9a	03/10/2017
10	04/27/2018
10a	10/04/2018
11	02/14/2023

**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 11**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting.

PAGE NO.	EXPLANATION OF CHANGE
	This MMEL is applicable to the Textron Aviation Model 300 known by the following marketing names: Super King Air 350 (350i, 350iER), Super King Air 350C (350C, 350CER), and King Air 360 (360, 360ER, 360C, 360CER).
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning	
-10-01	Added sub-items -03 thru -06 for new eKAPS pressurization system.
-31-01	Added relief for pressurization system modes.
ATA 22 Autoflight	
-10-01	Added relief for Autopilot System (Except Collins Pro Line 21 and Fusion Equipped).
-10-02-03	Amended title.
-10-02-04	Amended title.
-30-00	Added relief for the Autothrottle System.
-30-00-01	Added relief for the Throttle Disengage Button.
-30-00-02	Added relief for Autothrottle System (Amber or White AT FAIL Message).
ATA 23 Communications	
-50-03	Added relief for Push-to-Talk (PTT) switches.
ATA 25 Equipment/Furnishings	
-00-02-03	Added relief for Cockpit Doors Retractable Panels.
-00-04	Added relief for Wi-Fi system.
-10-01	Changed per PL-132.
-60-01	Changed numbering when changed per PL-132.
-60-01-01	Added sub-item per PL-132.
-60-02	Changed numbering when changed per PL-132.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
-60-02-01	Added sub-item per PL-132.
-60-03	Changed numbering when changed per PL-132.
ATA 25 Equipment/Furnishings	
-60-03-01	Added sub-item per PL-132.
-60-04	Numbering change due to changes on previous items from PL-132.
-60-05	Numbering change due to changes on previous items from PL-132.
-60-06	Numbering change due to changes on previous items from PL-132.
-62-01	Added sub-item numbering.
ATA 26 Fire Protection	
-22-01-01	Added sub-item per PL-132.
ATA 28 Fuel	
-24-01	Added relief for the optional Extended Range Fuel Tanks.
-24-01-01	Added relief for the optional Extended Range Fuel Tank Quantity Indication.
ATA 31 Indicating/Recording Systems	
-40-01	Deleted NOTE. Title of relief is the NOTE.
ATA 32	Landing Gear
-60-01	Added relief for Landing Gear Down Annunciator Lights.
ATA 33 Lights	
-40-40	Separated Wing into Dual, Non-Dual and Tail Navigation sub-items.
ATA 34 Navigation	
-16-02	Updated relief for Altitude Alerting System.
-21-03	Amended title.
-21-04	Added relief for the Standby Display Unit (SDU) on aircraft with the Autothrottle System.
-21-04-01	Added relief for the Autothrottle Power Switch (A/T PWR).
-45-10-03B	Added sub-item numbering.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
-52-02	Added sub-item numbering.
52-04-01	Updated sub-item.
ATA 35 Oxygen	
-10-00-01	Added sub-item per PL-132.
-20-01	Added item per PL-132.
-20-01-01	Added sub-item per PL-132.
ATA 46 Information Systems	
-00-01-02	Amended title.
-00-01-03	Amended title.

### **DEFINITIONS**

The required definitions are listed in MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL. Applicable 14 CFR operating rule references are listed in Appendix A of PL-25. It is the responsibility of the operator to determine which 14 CFR operating rules are appropriate for their operation. Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at [drs.faa.gov](http://drs.faa.gov).

### **PREAMBLE**

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36. Both Policy Letters are found on the FAA DRS website at [drs.faa.gov](http://drs.faa.gov).

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

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

Textron Aviation has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation BE 300 Master Minimum Equipment List (P/N BPM300-10-00, or later revision). Operator's MEL procedures should be based on these procedures.

Additional Guidelines for (M) & (O) procedures for STC products not supported by Textron Aviation will be listed.

SEQUENCE NO.	PROCEDURE
25-50-03 Wing Locker Door Gas Spring  (Raisbeck Engineering STC only)	(O) Operational procedure to make sure the affected locker closes with no obstruction.
32-41-01 Anti-Skid Braking System  (STC SA03275CH)	(M) Maintenance procedure to disable the LH and RH antilock brake systems, to verify brake fluid reservoir is within normal range, and to check integrity of the associated system for no brake fluid leaks.  (O) Operational procedure to verify braking action prior to aircraft operation.
70-02 Active Noise Canceling System (STC SA483CH)	(M) Maintenance procedure to deactivate Active Noise Canceling System.



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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-01-01	Auxiliary Air Conditioner (FF-Serials Only)	C	1	0	May be inoperative provided mission equipment rack temperature is monitored and turned OFF if temperature reaches 35 °C.	
-01-02	Vapor Cycle Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.	
-01-03 ***	Ground Air Cooling System	D	1	0	(M) May be inoperative provided system is deactivated.	
-01-04 ***	Auxiliary Evaporator (FF Serials Only)	C	1	0	May be inoperative provided Auxiliary Air Conditioner is not used.	
-10-01	Cabin Pressurization System					
-01	Analogue	C	1	0	(O) May be inoperative provided: a) CABIN PRESS switch is selected to DUMP and verified operative, b) Aircraft is operated at 12,000 ft. cabin pressure altitude or below, and c) Oxygen system is used as required by 14 CFR operating rule.  NOTE 1: When 300/300LW cabin pressure altitude reaches 12,000 to 12,500 ft., an "ALT WARN" (red) annunciator will illuminate.  NOTE 2: When B300/B300C pressure altitude reaches approximately 10,000 ft., the CABIN ALTITUDE (white) annunciator will illuminate. When the cabin pressure altitude exceeds 11,500 to 12,000 ft., a "CABIN ALT HI" (red) annunciator will illuminate.	
(Continued)						

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-02	Analogue	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) No cabin passengers are carried,</li> <li>b) CABIN PRESS switch is selected to DUMP and verified operative,</li> <li>c) Pull the OXY circuit breaker to disarm the passenger oxygen valve,</li> <li>d) Aircraft is operated at FL 250 or below, and</li> <li>e) Flightcrew oxygen system is used as required by 14 CFR operating rule.</li> </ul> NOTE 1: When 300/300LW cabin pressure altitude reaches 12,000 to 12,500 ft., an "ALT WARN" (red) annunciator will illuminate.  NOTE 2: When B300/B300C pressure altitude reaches approximately 10,000 ft., the CABIN ALTITUDE (white) annunciator will illuminate. When the cabin pressure altitude exceeds 11,500 to 12,000 ft., a "CABIN ALT HI" (red) annunciator will illuminate.	
(Continued)						

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-03	Digital 6.5 PSI System (FL-1234 and On, and FM-98 and On)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) No cabin occupants are carried,</li> <li>b) CABIN PRESS switch is selected to DUMP and verified operative,</li> <li>c) Pull the PRESS CONTROL circuit breaker to disable the pressure controller,</li> <li>d) Pull the OXY CONTROL circuit breaker to disarm the passenger oxygen valve,</li> <li>e) Aircraft is operated at FL 250 or below, and</li> <li>f) Flightcrew oxygen system is used as required by 14 CFR operating rule.</li> </ol> <p>NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected.</p> <p>NOTE 2: A red CABIN ALT HIGH CAS message may display at 10,000 ft. or 14,000 ft. cabin altitude depending on mode of operation.</p>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-04	Digital 6.5 PSI System (FL-1234 and On, and FM-98 and On)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) CABIN DUMP is selected ON,</li> <li>b) Aircraft is operated at 14,100 ft. cabin altitude or below, and</li> <li>c) Oxygen system is used as required by 14 CFR operating rule.</li> </ul> NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected.  NOTE 2: A red CABIN ALT HIGH CAS message may display at 10,000 ft. or 14,000 ft. cabin altitude depending on mode of operation.	
(Continued)						

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**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-05	Digital 7.0 PSI System (FL-1234 and On, and FM-98 and On)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) No cabin occupants are carried,</li> <li>b) CABIN PRESS switch is selected to DUMP and verified operative,</li> <li>c) Pull the PRESS CONTROL circuit breaker to disable the pressure controller,</li> <li>d) Pull the OXY CONTROL circuit breaker to disarm the passenger oxygen valve,</li> <li>e) Aircraft is operated at FL 250 or below, and</li> <li>f) Flightcrew oxygen system is used as required by 14 CFR operating rule.</li> </ol> <p>NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected.</p> <p>NOTE 2: A red CABIN ALT HIGH CAS message may display at 10,000 ft. or 14,000 ft. cabin altitude depending on mode of operation.</p>	
(Continued)						

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**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-06	Digital 7.0 PSI System (FL-1234 and On, and FM-98 and On)	C	1	0	(O) May be inoperative provided: a) CABIN DUMP is selected ON, b) Aircraft is operated at 14,100 ft. cabin altitude or below, and c) Oxygen system is used as required by 14 CFR operating rule.  NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected.  NOTE 2: A red CABIN ALT HIGH CAS message may display at 10,000 ft. or 14,000 ft. cabin altitude depending on mode of operation.	
-20-01	Environmental Bleed Air Systems					
-01		C	2	1	(O) One may be inoperative provided: a) Environmental bleed air valve on inoperative side is verified closed prior to each flight, b) L or R BL AIR OFF amber annunciator is operative on the operative bleed air source, and c) Aircraft is operated at or below FL 250.	
-02		C	2	0	(O) May be inoperative provided: a) Cabin pressurization system is considered inoperative, and b) Both environmental bleed air valves are verified CLOSED prior to each takeoff.	
-21-01	Aft Blower System	C	1	0	May be inoperative provided aft heat system is considered inoperative.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Analogue Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-30-02	Analogue Cabin Rate of Climb Indicator					
-01		C	1	0	May be inoperative for pressurized flight provided differential pressure/cabin altitude indicator is operative.	
-02		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-31-01	Cabin Pressurization System Automatic Schedule Modes (FL-1234 and On, and FM-98 and On)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-32-01	Cabin Altitude Warning Horn System (B300 & B300C Only)					
-01		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. MSL.	
-02		C	1	0	May be inoperative provided CABIN ALTITUDE (white) and CABIN ALT HI (red) annunciators are both operative.	
-03		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-04	Cabin Altitude Warning Horn Cancel Switch	C	1	0	May be inoperative provided airplane is operated at or below 10,000 ft. MSL.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Safety/Outflow Valve	C	1	0	(M) May be inoperative provided: a) Affected valve is removed, or secured open, and b) Cabin pressurization system is considered inoperative.	
-40-00 ***	Aft Heat System	D	1	0	(M) May be inoperative provided system is deactivated.	
-40-01	Electric Heat System	D	1	0	(M) May be inoperative provided system is deactivated.	
-60-00	Environmental Temperature Control System	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system is considered inoperative, b) Both environmental bleed air valves are verified closed prior to each flight, and c) Cabin temperatures remain suitable for operation.	
-01	Automatic Function	C	1	0	May be inoperative provided the Manual function is operative.	
-02	Manual Function	C	1	0	May be inoperative provided the Automatic function is operative.	
-62-00	Cabin Temperature Indicator System	C	1	0		



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---	--

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot System (Except Collins Pro Line 21 and Fusion Equipped)	C	-	0	May be inoperative provided operations do not require its use.  Note: RVSM is not authorized.	
	Autopilot System (Collins Pro Line 21 and Fusion)	C	-	0	(O) May be inoperative provided: a) Enroute procedures and approach minimums do not require use of autopilot system, b) Aircraft is not operated single-pilot, c) Autopilot is not used and AP button is not selected on the FGP, d) Rudder boost system is verified operative prior to each takeoff in accordance with the Airplane Flight Manual (AFM), and e) Aircraft is not operated RVSM.	
-01	Autopilot Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the pilot's EFIS display or mode annunciator panel.	
-02	Autopilot Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the pilot's EFIS display.	

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---	--

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Yaw Damper					
-01	(B300, B300C)	C	1	0	May be inoperative provided aircraft is operated at or below 5,000 ft. MSL.	
-02	(300, 300LW)	C	1	0	May be inoperative provided Aircraft is operated at or below 11,000 ft. MSL.	
-03 ***	(Raisbeck Engineering Dual Aft Body Strakes) (STC SA5151NM)	C	1	0	May be inoperative provided aircraft is operated at or below 19,000 ft. MSL.	
-04 ***	(Raisbeck Engineering Dual Aft Body Strakes) (STC SA4733NM)	C	1	0	May be inoperative provided aircraft is operated at or below 18,500 ft. MSL.	
-10-03	Autopilot Control Wheel Disconnect Switches (AP/YD/RB/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below AFM Limitations, and b) Approach minimums do not require the use of the autopilot.	
-01		B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Second level switch trim interrupt function remains operative.	
-02		B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Electric elevator trim is considered inoperative, and c) Yaw Damper is considered inoperative.	

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---	--

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Autopilot/Flight Director Go-Around Button	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect the autopilot and establish initial pitch and wings level attitude.	
-13-00	Flight Director System					
-01		C	-	0	(O) May be inoperative provided: a) Autopilot is verified operative, and b) Approach procedures do not require use of flight director.  NOTE: Any operative mode may be used.	
-02		C	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Approach procedures do not require use of flight director, and c) Aircraft is not operated RVSM.	
-13-01	Flight Director Mode Control Panel Switch Indicator Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the pilot's EFIS display or mode annunciator panel.	
-13-02	Flight Director Mode Annunciator Panel Lamps (Collins FCS-65 Only)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the pilot's EFIS display.	

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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
-30-00	Autothrottle System	D	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	
-01	Throttle Disengage Button (A/T->)	D	1	0	Autothrottle system is considered inoperative.	
-02	Autothrottle System (Amber or White AT FAIL Message)	D	1	0	(M) May be inoperative Provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-00-00 ***	Ground Communication Power System	D	1	0		
-00-01 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		
-10-01 ***	High Frequency (HF) Communication System					
-01	(Dual Long Range Communication Systems Not Required)	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02	(Dual Long Range Communication Systems Required)	C	-	1	(O) May be inoperative while conducting operations which require two long-range communication systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over intended route of flight, c) ICAO flight plan is updated, as required, to notify ATC of communications equipment status of aircraft, and d) Alternate procedures are established and used.	
-12-01	Very High Frequency (VHF & UHF) Communication System	D	-	1	Any in excess of those required by 14 CFR operating rule may be inoperative provided VHF 1 operates normally.	
-01 ***	VHF Datalink (VDL)	D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-20-02 ***	Selective Call (SELCAL) (System or Individual Channel)					
-01	(SELCAL Not Required)	D	-	0	May be inoperative provided procedures do not require its use.	
-02	(SELCAL Required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-30-01 ***	Airborne Flight Information System (AFIS)	D	1	0		
-40-02	Crewmember Interphone System (Flight Deck to Ground)	D	1	0	May be inoperative.	
-40-03	Flight Crew Intercom	C	1	0	May be inoperative for operations not using or requiring a second in command.	 
-40-04 ***	Passenger Address (PA) System	D	1	0		
-01	Cargo	D	1	0		
-40-05	Passenger Seat Belt/Safety Chime	C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.	
-40-06 ***	Recorded Passenger Briefing System	D	1	0	(O) May be inoperative provided passengers are appropriately briefed.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cockpit Speaker System (Includes Audio Amp.)					
-01		C	2	1	One may be inoperative provided an operative headset is available to the flightcrew.	
-02		C	2	0	May be inoperative provided: a) Two operative headsets are available to the flightcrew, and b) All aural warnings are available.	
-50-02	Cockpit Hand Microphone					
-01		D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02		C	2	1	Right side may be inoperative provided second in command is not required.	
-03		C	2	1	One may be inoperative provided associated boom microphone is available and operative.	
-04	Jack	C	-	0	May be inoperative provided: a) Associated hand microphone is considered inoperative, and b) Affected side has operative boom mic.	
-05	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured and accessible by alternate means.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Push- to -Talk Switches (PTT)					
-01	Aircraft Equipped With Separate Hand Microphone Plug-In (Second In Command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.	
-02	Aircraft Equipped With Separate Hand Microphone Plug-In (Second In Command Not Required)	C	2	1	Right side may be inoperative.	
-03	Aircraft Without Separate Hand Microphone Plug-In. (Second In Command Not Required)	C	2	1	Right side may be inoperative.	



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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Flight Deck Headset/Boom Microphone	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-01	Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
-02	Boom Microphone (For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with 14 CFR operating rule.	
-03	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated cockpit speaker operates normally.	
-04 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-05 ***	Powered Headset System	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	
-50-05	Cockpit Headset Audio System	C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR operating rule.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wick	C	-	-	May be damaged or missing provided: a) No more than two total static wicks are damaged or missing, and b) Only one static wick is missing from each static discharge general area (left wing, right wing, tail).	
-70-01	Cockpit Voice Recorder (CVR)					
-01	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
-02	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR operating rule.	
-03 ***	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
-04	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by operating rule.	
-05	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by operating rule.	
-06	Datalink Recording	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
70-02 ***	Active Noise Canceling System (STC SA483CH)	D	1	0	(M) May be inoperative provided system is deactivated.	

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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-00-05	Standby Power System	B	1	0	(M) May be inoperative provided: a) Airplane is operated VFR only, b) Airplane is not operated at night, and c) Standby battery is disconnected and removed.	
-01	Sonalert Standby Power Aural Warning	B	1	0	May be inoperative provided the standby power annunciator is operative.	
-02	Standby Power Annunciator (Except Pro Line Fusion)	B	1	0	May be inoperative provided the sonalert standby power aural warning is operative.	
-22-01	AC Inverters					
-01	(B300 & B300C) (Excluding Pro Line 21 and Pro Line Fusion)	B	2	1	One may be inoperative provided: a) Aircraft is operated in VMC only, b) Aircraft is not operated at night, and c) AC bus transfer is operative.	
-02	(300 & 300LW)	B	2	1	One may be inoperative provided aircraft is operated VFR only not at night.	
-30-00	L or R GEN BUS TIE Relay	B	2	1	One may be inoperative provided: a) Aircraft is operated VMC only, b) Aircraft is not operated at night, and c) Both L or R DC GEN Annunciators are operative.	
-31-01 ***	Battery Temperature Indicating System	C	1	0	May be inoperative provided lead acid aircraft batteries are installed.	
-40-01	External Power System	C	1	0	(M) May be inoperative provided Ground Power Relay is verified open.	

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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin AC Power System	C	1	0	(M) May be inoperative provided system is deactivated.	
-60-01 ***	Isolated Instrumentation Bus (STC# SA03698AT)	D	1	0	(M) May be inoperative provided system is deactivated.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-00-02	Cockpit/Cabin Partition					
-01	Solid Doors	D	-	-	(O) May be inoperative provided affected door is secured in the taxi, takeoff and landing position.	
-02	Curtains	D	-	-	(O) May be inoperative provided affected curtain is secured in the taxi, takeoff and landing position.	
-03	Retractable Panels	D	2	0	(O) May be inoperative provided affected door is secured in the taxi, takeoff and landing position.	
-00-03 ***	SmartStart Security System	D	1	0	(M) May be inoperative provided system is deactivated.	
-00-04 ***	Wi-Fi System	D	1	0	May be inoperative.  NOTE: Any function that operates normally may be used.	
-10-01 ***	Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	

(Continued)

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Portable Flashlights /Flashlight Holders (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
-10-02	Crew Assist Straps (Cockpit Overhead)	D	-	0	May be damaged or missing.	
-10-03	Cockpit Sun Visors	D	2	0	May be inoperative or missing provided there are no visual restrictions to the flightcrew.	
-10-04 ***	Flight Crew Seat	C	2	1	Right Flightcrew Seat may be inoperative provided: a) Operation does not require a second in command, and b) Seat is placarded "DO NOT OCCUPY".	
-01	Armrest	C	4	0	May be inoperative provided affected armrest is stowed in retracted position.	
-02	Armrest	C	4	0	(M) May be inoperative provided affected armrest is removed.	
-03	Lumbar Support	D	2	0		

(Continued)

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flight Crew Seat (Cont'd)					
-04	Recline/Tilt Function					
-01		C	2	0	(M) May be inoperative provided: a) Affected seat is secured in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-02		C	2	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-05 ***	Restraint Buckle Protective Padding	D	2	0	May be damaged or missing.	
(Continued)						

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flight Crew Seat (Cont'd)					
-06	Vertical Adjustment					
-01		C	2	0	(M) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-02		C	2	0	May be inoperative provided: a) Affected seat is failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	



AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passengers Seat(s)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the aircraft aisle, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A Seat with an inoperative Seat Belt or Shoulder Harness is considered inoperative for taxi, takeoff, and landing.  NOTE 2: Affected Seat(s) may include Seats near the inoperative Seat(s).	
-01	Seat Controls (Includes Recline, Headrest, Floor Tracking, Pedestal Tracking, Swivel and Other Positioning Controls)	D	-	0	(M) May be inoperative and seat occupied provided seatback is secured in the taxi, takeoff and landing position.	
-02	Seat Controls (Includes Recline, Headrest, Floor Tracking, Pedestal Tracking, Swivel and Other Positioning Controls)	D	-	0	May be inoperative and seat occupied provided the control is failed immovable in the taxi, takeoff and landing position.	
-03	Seat Controls (Includes Recline, Headrest, Floor Tracking, Pedestal Tracking, Swivel and Other Positioning Controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative.	
(Continued)						

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passengers Seat(s) (Cont'd)					
-04	Armrest	D	-	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 aircraft aisle, and c) For an armrest with seat controls, seat is secure in the taxi, takeoff, and landing position.	
-20-01 ***	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.	
-20-02 ***	Electric Window Shades (Not Including Emergency Exit)	D	13	0	May be inoperative.	
-30-00	Refreshment Cabinet Waste Receptacles Access Doors/Covers				Combined with CABIN STORAGE COMPARTMENTS/CLOSETS, Revision 10.	
-40-00	Ashtray	A	-	1	May be inoperative or missing provided ashtray is replaced within three consecutive calendar-days.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Exterior Lavatory Door Ashtrays				Combined with item 25-40-00, Revision 10.	
-50-00	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> <li>• Type certificate (TC),</li> <li>• Supplemental Type Certificate (STC),</li> <li>• Airplane Flight Manual (AFM),</li> <li>• Airplane Flight Manual Supplement (AFMS),</li> <li>• Pilot's Operating Handbook (POH),</li> <li>• TC/STC Weight and Balance Manual (WBM), and</li> </ul> b) Repairs are made within 120 consecutive calendar-days.	
-01		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-02		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin Storage Compartments/Closets					
-01		C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established and used to secure compartment in the closed position,</li> <li>b) Affected compartment is prominently placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected compartment is not used for storage of any item except for those permanently affixed.</li> </ol>	
-02		C	-	-	NOTE: Proviso is not intended to preclude crewmember inspections	
					(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</li> <li>c) Affected compartment is not used for storage of any items except for those permanently affixed,</li> <li>d) Affected compartment is prominently placarded "DO NOT USE",</li> <li>e) Procedures are established and used to alert crew members and passengers of inoperative compartments, and</li> <li>f) Passengers are briefed that affected compartment is not used.</li> </ol>	
					NOTE: Any emergency equipment located in the associated storage compartment (permanently affixed) is available for use.	
(Continued)						

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin Storage Compartments/Closets (Cont'd)					
-03		C	-	-	May be inoperative in closed position provided: <ol style="list-style-type: none"> <li>a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and</li> <li>c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured.</li> </ol>	
-04	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
-50-02 ***	Wing Locker Door Gas Spring (Raisbeck Engineering STC Only)	D	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Gas spring shaft moves freely without impeding operation of the door, and</li> <li>b) Affected wing locker door closes flush with the nacelle.</li> </ol>	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-60-01 ***	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-60-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-60-03 ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
-60-04 ***	Pyrotechnic Signal Device	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing.	
-60-05 ***	Emergency Vision Assurance System (STC SA1050WI)	C	2	0		
-60-06 ***	Crash Axe	D	1	0	May be missing.	



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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-61-00	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR operating rule may be missing or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing.	
-02A	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-02B		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-02C		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-02D		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing.	
(Continued)						

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Emergency Locator Transmitter (ELT) (Cont'd)					
-03 ***	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	Indicator Light	D	-	0		
-05 ***	Aural Alarm	D	-	0		
-64-00	Life Rafts	D	-	-	Any in excess of those required by 14 CFR operating rule may be missing or inoperative.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Engine Fire Extinguisher PUSH TO EXTINGUISH Cover Guard	A	2	0	May be broken, missing or without safety wire provided: a) No function of the activation button is interfered with, and b) Repairs are made within 1 flight-day.	
-01	Safety Wire	A	2	0	May be broken or missing provided wire is replaced within 3 flight-days.	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-01 ***	Tamper Seals or Tags	C	-	-	May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
-21-00	Trim Tab Indicators (Rudder and Aileron)	C	2	0	(O) May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.  NOTE: Controls must be held neutral to determine tab settings.	
-30-00	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric trim is deactivated, b) Manual trim is verified operative with full and free movement, and c) Autopilot is considered inoperative.	
-01	Trim Switches	C	-	0	NOTE: Any operative switch may be used.	
-51-00	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-22-00	Standby Electric Boost Pumps	C	2	1	(M) One may be inoperative provided: a) Both engine driven low-pressure fuel boost pumps are operative, b) Affected pump is deactivated, c) AFM defined emergency engine fuels are not used, and d) Aircraft is not operated more than one hour, at one-engine-inoperative cruise, from a suitable airport.	
-24-00	Auxiliary Tank Fuel Transfer	C	2	0	May be inoperative provided: a) Any fuel in affected auxiliary tank is considered unusable, b) AFM Fuel Imbalance Limitations are observed, and c) Auxiliary tanks are not used.	
-01	L/R NO FUEL XFR Amber Annunciators	D	2	0	May be inoperative provided auxiliary tanks are not used.	
-24-01 ***	Extended Range (ER) Fuel System	D	2	0	May be inoperative provided fuel remaining in affected tank(s) is within AFM/POH FUEL MANGAMENT Limitations or, tanks are drained.	
-01	Extended Range (ER) Fuel Quantity Indication	D	2	1	One may be inoperative provided: a) Main fuel quantity indication is operative, and b) Both ER tanks are filled to a known quantity.	
-40-00	Fuel Quantity Amber Annunciators	C	2	1	One may be inoperative provided both fuel quantity indicators are operative.	

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
-41-00	Fuel Quantity Indicator System	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both fuel low level indications (annunciator or CAS) are operative, and d) Over water operations are limited to 30 min. away from land at all times.	
-41-01 ***	Foxboro Fuel Counter/Totalizer	C	1	0		

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-00-20	Stall Warning Heat (Lift Transducer and Mounting Plate Heater)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-10-00	Surface Deice System (Wings and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-20-01	Engine Inertial Ice Vane Actuator Motors	C	4	2	One actuator motor on each inlet may be inoperative provided aircraft is not operated in POH/AFM defined engine ice protection conditions.	
-01		C	4	2	One actuator motor on each inlet may be inoperative provided: a) Inertial ice vanes are in the extended position, b) Appropriate ENGINE ANTI-ICE ON performance data is used, and c) Aircraft is not operated in POH/AFM defined engine ice protection conditions.	
-02		C	4	0	(M) Both actuator motors of each Inlet may be inoperative provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON performance data is used, and c) Aircraft is not operated in POH/AFM defined engine ice protection conditions.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Pitot Heaters					
-01		B	2	1	Right side may be inoperative provided: a) Second in command is not required, b) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is not operated RVSM.	
-02		C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	
-40-01	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.	
-40-10	Windshield Heat	C	2	0	(M) May be inoperative provided: a) Windshield heat is deactivated, and b) Aircraft is not operated in known or forecast icing conditions.	
-60-01	Propeller Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-01	Automatic Control	C	1	0	May be inoperative provided Manual system is operative.	
-02	Manual Control	C	1	0	May be inoperative provided Automatic system is operative.	
-03	Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-80-10 ***	Rosemont Advisory Ice Detector System	C	1	0		



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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-00-10 ***	Engine Trend Condition Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.	
-20-00	Clock with Sweep Second Hand or Electrical Digital Clock	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-20-10 ***	Flight Hour Recorder	C	-	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-01 ***	Flight Data Recorder	C	-	0	May be inoperative provided recorder is not required by 14 CFR operating rule.	
-01	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR operating rule.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Flight Data Recorder  (Cont'd)					
-02	(Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Aircraft is not dispatched from an airport where repairs can be made unless: 1. Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 2. Flight Data Recorder (FDR) repair was attempted but not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
-03	Flight Data Recorder (FDR) Parameters Required by 14 CFR Operating Rule	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar-days.	
-04	Flight Data Recorder (FDR) Parameters Not Required by 14 CFR Operating Rule	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection of FDR.	
-05	Underwater Locator Device (ULD)	D	-	0	May be inoperative or missing provided device is not required by 14 CFR operating rule.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Amber CHECK MAINTENANCE CAS Message Displayed (Collins Pro Line Fusion Equipped Airplanes)	C	1	0	(O) May be inoperative provided CHECK MAINTENANCE procedure in the AFM is followed to determine APM Fail message is displayed.	
-50-01	Annunciators Failure to Illuminate or Extinguish					
-01	ALT WARN or CABIN ALT HI Red Annunciator					
-01		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. MSL.	
-02		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
(Continued)						

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-02	CABIN DIFF HI Red Annunciation (B300 & B300C Only)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-03	L or R OIL PRES LO Red Annunciator	C	2	1	One may be inoperative provided corresponding oil pressure gauge is operative and monitored.	
-04	CABIN DOOR Red Annunciator (300 & 300LW Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that the cabin door is closed and latched prior to each departure.	
-05	DOOR UNLOCKED Red Annunciator (B300 & B300C Only)	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that all monitored doors are closed and latched prior to each departure.	
-06	L or R BLEED FAIL Red Annunciator (B300 & B300C Only)	C	2	1	(O) May be inoperative provided: a) Environmental and instrument bleed air valves on inoperative side are verified closed prior to each flight, b) Bleed Air Off Annunciator is operative on the operative bleed air source, c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known or forecast icing conditions.	
-07	L or R BL AIR OFF Amber Annunciators	C	2	1		
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-08	#1 or #2 AC BUS Annunciator Light (SN FL-1 thru FL-380, FL-382, FM-1 thru FM-11 and FN-2 and after Only)	B	2	1	One may be inoperative provided both Inverters are operative.	
-09	GENERATOR BUS TIE or L or R GEN TIE OPEN Amber Annunciation	B	2	0	(O) May be inoperative provided: a) Affected generator bus tie relay is verified CLOSED prior to each departure, and b) Both DC GEN annunciators operative prior to each departure.	
-10	DC GENERATOR or L or R DC GEN Amber Annunciators	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-11	EXT PWR Amber Annunciator	C	1	0	(O) May be inoperative provided ground power is verified disconnected from aircraft prior to aircraft movement.	
-12	L or R NO FUEL XFR Amber Annunciators	C	2	0	May be inoperative provided auxiliary tanks are not used.	
-13	L or R FUEL QTY Amber Annunciator	C	2	1	One may be inoperative provided both fuel quantity indicators are operative.	
-14	L or R PITOT HEAT Amber Annunciator	C	-	0	(O) May be inoperative provided both pitot heaters are verified operative.	
-15	HYD FLUID LOW Amber Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight-day.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-16	AUTOFTHROW OFF Amber Annunciator	A	1	0	May be inoperative provided: a) Auto feather switches remain in the ARM position for the entire flight except as required by emergency/abnormal procedure, and b) Repairs are made within 3 flight-days.	
-17	ELEC TRIM OFF Green Annunciator (Except Pro Line 21 and FUSION)	C	1	0		
-18	FUEL CROSSFEED Green Annunciator	C	1	0	(O) May be inoperative provided: a) Crossfeed system is verified operative prior to engine start, and b) Both fuel pressure annunciator lights are operative.	
-19	L or R ENG ICE FAIL Amber Annunciator					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON performance data is used, and c) Ambient surface temperature is +10 °C or below for takeoff.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-20	L and R ENG ANTI-ICE Green Annunciator					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON PERFORMANCE data is used, and c) Ambient surface temperature is +10 °C or below for takeoff.	
-21	WING DEICE & TAIL DEICE Green Annunciator	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-22	L or R IGNITION ON Green Annunciator (Illuminated) (Except Pro Line FUSION)	A	2	1	May be inoperative provided repairs are accomplished within 3 flight-days.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-23	CABIN ALTITUDE White Annunciator (B300 & B300C Only)					
-01		C	1	0	May be inoperative provided the cabin altitude aural warning system is operative.	
-02		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. MSL.	
-03		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-24	CABIN DOOR Red Annunciator	C	1	0	May be inoperative provided cabin door warning system is operative.	
-25	DOOR UNLOCKED Red Annunciator	C	1	0	May be inoperative provided cabin door warning system is operative.	
-26	Surface Deice Annunciation System (B300) (WING DEICE & TAIL DEICE) (Green)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	



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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting					
-01	Cabin Alt High Red CAS					
-01		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. MSL.	
-02		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-02	Cabin Diff High Red CAS (B300 & B300C Only)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-03	L - R Pitot Heat Amber CAS	C	-	0	(O) May be inoperative provided both pitot heaters are verified operative.	
-04	Hyd Fluid Low Amber CAS	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight-day.	
-05	Autofeather Off Amber CAS (B300 & B300C Only)	A	1	0	May be inoperative provided: a) Auto Feather switches remain in the ARM position for the entire flight, and b) Repairs are made within 3 flight-days.	
-06	L or R Bleed Air Off Amber CAS	C	2	1		
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-07	L or R Bleed Air Fail Amber CAS (B300 & B300C Only)	C	2	1	(O) May be inoperative provided: a) Environmental and instrument bleed air valves on inoperative side are verified closed prior to each flight, b) BLEED AIR OFF CAS is operative on the operative bleed air source, c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known or forecast icing conditions.	
-08	L or R DC Generator Amber CAS	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-09	Ext Pwr-Active Amber CAS	C	1	0	(O) May be inoperative provided adequate ground power voltage is verified.	
-10	Ext Pwr-Cart Amber CAS	C	1	0	(O) May be inoperative provided ground power unit is disconnected prior to aircraft movement.	
-11	L or R No Fuel XFR Amber CAS	C	2	0	May be inoperative provided auxiliary tanks are not used.	
-12	L or R Fuel Quantity Amber CAS	C	2	1	One may be inoperative provided both fuel quantity indicators are operative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-13	L-R Gen Tie Open Amber CAS	B	2	0	(O) May be inoperative provided: a) Affected generator bus tie relay is verified CLOSED prior to each departure, and b) Both DC GEN annunciators are verified operative prior to each departure.	
-14	L or R Eng Ice Fail Amber CAS					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON performance data is used, and c) Ambient surface temperature is +10 °C or below for takeoff.	
-15	L or R Eng Anti-Ice Cyan CAS					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON Performance data is used, and c) Ambient surface temperature is +10 °C or below for takeoff.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-16	Wing Deice Cyan CAS	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-17	Tail Deice Cyan CAS	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-18	Fuel Crossfeed Cyan CAS	C	1	0	(O) May be inoperative provided: a) Crossfeed system is verified operative prior to engine start, and b) Both Fuel Pressure annunciator lights are operative.	
-50-03	Central Warning					
-01	Master Warning Annunciator Red (Failed to Illuminate)	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-03	Master Caution Annunciator Amber (Failed to Illuminate)	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Landing Gear Control Down Lock Solenoid	C	1	0	(O) May be inoperative provided: a) Red down lock latch is visually verified engaged, and b) Down lock release button is verified operative.	
-40-01	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement.	
-40-02 ***	Brake Deice System					
-01	(300 & 300LW)	C	1	0	(M) May be inoperative provided: a) Brake deice bleed air valve is verified in closed position, b) Brake deice system is deactivated, and c) L/R BK DEICE ON (green) annunciator is not illuminated.	
-02	(B300 & B300C) (Except Pro Line FUSION)	C	1	0	(M) May be inoperative provided: a) Brake deice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R BK DEICE ON (green) annunciator is not illuminated.	
-03	(B300 & B300C) (Pro Line FUSION Only)	C	1	0	(M) May be inoperative provided: a) Brake deice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R BK DEICE ON (cyan) annunciator is not illuminated.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
-41-01 ***	Anti-Skid System (STC# SA03275CH)	C	1	0	(M)(O) May be inoperative provided: a) Anti-skid system is deactivated, b) ABS system drain holes show no signs of leakage, c) Hydraulic brake reservoir fluid level is verified prior to aircraft operation, and d) Normal braking actions is verified prior to aircraft operation.	
-60-01	Landing Gear Down Annunciator Lights (NOSE- L- R) (Green)	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.	
-60-02	Landing Gear Control In-Transit Lights (Red)	C	2	1	One Bulb may be inoperative provided all landing gear down annunciator lights are operative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01  -01	Cockpit and Instrument Lighting	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmember's eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> NOTE: Individual button/switch lights, required placard lighting, and/or annunciators/indications are excluded from this relief.	
-10-13	Control Panel Lighting System (CCP, SKP, MKP) (Pro Line FUSION Only)	C	1	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Lights (Excluding Cabin EXIT Signs)					
-01		C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, and b) Sufficient lighting is operative for carrying cabin occupants from sunset to sunrise.	
-02		C	-	0	May be inoperative for operations between sunset and sunrise provided no cabin occupants are carried.	
-03	Cargo Configuration	D	-	0	Maybe be inoperative provided no cabin occupants are carried.	
-20-02	Boarding Lighting System (Includes Lights Within the Airstair and in the Entryway Foyer)	C	1	0	May be inoperative provided both cabin exit lights are operative.  NOTE: Any operative light(s) may be used.	
-20-03	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-02		C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Baggage Compartment Lights	D	-	0		
-40-00 ***	Strobe Lights System (Excluding Anti-Collision Lights)	C	1	0		



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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Taxi Light	C	1	0		
-40-20	Landing Lights					
-01		C	2	1	One may be inoperative.	
-02		C	2	0	Both may be inoperative provided the aircraft is not operated from sunset to sunrise.	
-40-30 ***	Pulselite System	C	1	0		
-40-40	Position/Navigation Lights					
-01	Wing Navigation (Dual Navigation Lights Installed)	C	4	0	May be inoperative on each wing provided the aircraft is not operated from sunset to sunrise.	
-02	Wing Navigation (Without Dual Navigation Lights Installed)	C	2	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	
-03	Tail Navigation	C	1	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	
-40-50	Anti-Collision Beacon Light System	B	-	1	As required by 14 CFR operating rule.	
-40-60	Recognition Lights	C	2	0		

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
-40-70	Wing Ice Inspection Light					
-01		C	2	0	May be inoperative provided: a) Aircraft is not operated from sunset to sunrise in POH/AFM defined icing conditions, and b) Ground deicing procedures do not require its use.	
-02		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
-40-80	Logo Lights	C	2	0		
-41-21 ***	LoPresti Boom Beam Landing Lights STC# SA02279AT					
-01		D	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	
-02		C	2	1	One may be inoperative for operations between sunset to sunrise.	
-03	With LoPresti Boom Beam Taxi Lights Installed STC# SA02279AT	C	2	0	Both landing lights may be inoperative between sunrise and sunset provided: a) LoPresti Boom Beam taxi lights are installed and operative, and b) Taxi lights are used for all operations requiring landing lights.	
-50-00	Emergency Instrument Light System	C	1	0	May be inoperative for VFR operations between sunrise and sunset.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	VHF Navigation Systems					
-01	VOR	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02	ILS					
-10	Localizer	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-20	Glideslope	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-13-00	Vertical Speed Indicators					
-01		B	2	1	May be inoperative on right side.	
-02		B	2	0	May be inoperative provided aircraft is operated VFR only.	
-14-00	Airspeed Indicator (Mechanical Airspeed Indicators Only) (Except Collins Pro Line 21 Equipped Aircraft)					
-01		B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with air data display unit(s) or servoed electric airspeed indicator(s).	
-02 ***	External Airspeed Indicator Bugs	C	-	0	(O) May be inoperative, missing or broken.	

<p>AIRCRAFT: Textron Aviation Model 300</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-16-02	Altitude Alerting System	A	-	0	(O) May be inoperative Provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight-days.	
-16-10	Altimeters (Pneumatic/Mechanical Altimeters Only) (Except Collins Pro Line 21 Equipped Aircraft)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with air data display unit(s) or servoed electric altimeter(s).	
-21-01	Gyroscopic Pitch and Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or servoed electric gyroscopic pitch and bank indicator.	
-21-02	Standby Attitude Indicator					
-01		C	-	0	May be inoperative provided not required by 14 CFR operating rule.	
-02		B	-	0	May be inoperative provided: a) Operations are conducted in VMC only, between sunrise and sunset, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-21-03	Standby Flight Display System (SFDS)/Standby Display Unit (SDU) (Collins Pro Line 21 and Pro Line Fusion Equipped Airplanes)	B	1	0	May be inoperative provided: a) PFD1 and PFD2 are operative, b) Operations are conducted in VMC only, between sunrise and sunset, and c) Operations are not conducted into known or forecast over-the-top conditions.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-21-04	Standby Display Unit (SDU) (Collins Pro Line Fusion Equipped Airplanes with Autothrottle System)	B	1	0	May be inoperative provided: a) PFD1 and PFD2 are operative, b) Autothrottle System, and considered inoperative c) Operations are conducted in VMC only, between sunrise and sunset, and d) Operations are not conducted into known or forecast over the top conditions.	
-01	Autothrottle Power Switch (A/T PWR)	D	1	0	Autothrottle system is considered inoperative.	
-22-01	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, and b) Any navigation source not displayed on another indicator is considered inoperative.	
-23-01	Non-Stabilized Magnetic Compass					
-01		B	1	0	(O) May be inoperative provided any combination of three gyros, AHRS or INS (IRU) stabilized compass systems are operative.	
-02		B	1	0	(O) May be inoperative provided: a) Any combination of two gyros, AHRS or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	

(Continued)

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-Stabilized Magnetic Compass (Cont'd)					
-03		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.	
-24-00	Gyroscopic Rate of Turn/Slip Skid Indicators (Except Pro Line 21 and Pro Line Fusion)					
-01		B	2	1	May be inoperative on right side.	
-02		B	2	1	May be inoperative on left side provided aircraft is operated VFR only between sunrise and sunset.	
-03		B	2	0	May be inoperative provided aircraft is equipped with an operative third attitude indicator powered by an emergency power source.	
-24-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS, or servoed electric gyroscopic pitch and bank indicator.	

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Electronic Flight Instrument System (EFIS) Multi-Function Display Unit (MFD) (Collins EFIS-85B Only)					
-01	3 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	
-02	5 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	
-25-02	Adaptive Flight Display System (AFD) (Collins Pro Line Fusion Equipped Airplanes)					
-01	Single Pilot (PFD 2 Control, PFD 2 Fan Inop, PFD Fan 1 Inop Messages)	B	3	2	May be inoperative provided PFD 1 and the MFD are operative.	
-02	Dual Pilot (MFD Control, MFD Fan Inop Messages)	B	3	2	May be inoperative provided PFD 1 and PFD 2 are operative.	
-03	Touchscreen Control	C	3	0	(O) May be inoperative provided: a) Touchscreen is inhibited on the inoperative display with the display control inhibit switch on the reversion switch panel, and b) Both cursor control panels are operative.	
-04	Radio Tuning System	B	3	2	One may be inoperative.	
					NOTE: Display Tuning Not Available, Tune Inop, Left Side Display Tuning Inop, Right Side Display Tuning Inop. Messages.	     

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-25-03	Synthetic Vision System (SVS) (Including Flight Path Vector) (Collins Pro Line Fusion Equipped Airplanes)	D	2	0	May be inoperative.  NOTE: PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, SVS Degraded Alt, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway, SVS Fail, and FPV Fail messages may be displayed.	
-01	SVS Databases (High Resolution Terrain, Runway/Airport, Obstacle)	D	2	0	May be inoperative.	
-34-00	Marker Beacon System	C	-	0	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-42-00	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR operating rule.	
-01	Radar Antenna Gyro Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.	
-02	WXR Tilt Single Knob Panel System (SKP) (Pro Line FUSION Only)	C	2	1	One may be inoperative.	
-03 ***	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	



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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by 14 CFR)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	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.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	Glideslope Deviation(s) (Mode 5)	B	-	0		
-05	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR operating rule, and b) Alternate procedures are established and used.	
(Continued)						

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by 14 CFR) (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-07 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	1		
-04	Terrain Displays	B	-	0		
-05 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Class B TAWS Equipment Required by 14 CFR Operating Rule					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03 ***	Modes 2, 4, & 5	C	3	0	May be inoperative.	
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-05	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR operating rule, and b) Alternate procedures are established and used.	
-06 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.	
(Continued)						

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Class B TAWS Equipment Required by 14 CFR Operating Rule (Cont'd)					
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
-05 ***	Airspace Selection Function	C	-	0		
-44-02	Class C TAWS Equipment Not Required by 14 CFR Operating Rule					
-01 ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE 1: Any mode that operates normally may be used.  NOTE 2: If TEST mode is inoperative, TAWS/GPWS must be considered Inoperative.	
-02	Advisory Callouts					
-10		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-20		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR operating rule, and b) Alternate procedures are established and used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	May be inoperative.	
-44-04	Radio Altimeter					
-01		C	-	0	(M)(O) May be inoperative provided: a) Radio Altimeter is deactivated, b) Class A TAWS and/or GPWS are considered inoperative, c) TCAS II is considered inoperative, d) Approach procedures do not require its use, and e) Alternate procedures are established and used.	
-45-00	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-01		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-45-10	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-01		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-02	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
-03A	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
-03B	Resolution Advisory (RA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Traffic alert (TA) visual display and audio functions are verified operative, b) TA ONLY mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	C	-	0		

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-45-20 ***	Traffic Advisory System (TAS)	D	-	0	May be inoperative.	
-50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)					
-01		C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02		D	-	1	Any in excess of those required by 14 CFR operating rule may be inoperative.	
					NOTE: RNAV systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.	
-51-00	UHF TACAN Systems	D	-	0	May be inoperative provided operations do not require its use.	
-51-01	Distance Measuring Equipment (DME) Systems					
-01		C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.	
-02		D	-	0	Any in excess of 14 CFR operating rule may be inoperative.	
-51-02	Automatic Direction Finder (ADF)	D	-	-	May be inoperative provided procedures do not require its use.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-01	(Individual Transponder Failed)	D	-	1	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02	(All Transponders Failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative, and d) Aircraft is not operated RVSM.	
-03 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR Operating Rule)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	
-04 ***	ADS-B Squitter Transmission	D	-	0	Moved to item 34-52-10-02, Revision 11.	
-05 ***	ADS-B Squitter Transmission	C	-	0	Moved to item 34-52-10-02, Revision 11.	



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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Transponder Ident Button (ATC IDENT)	C	-	1		
-01		D	2	1	One may be inoperative.	
-02		C	2	0	May be inoperative provided function on MFD GTC is operative.	
-03A	Control Wheel Transponder Ident Switch					
-03B	(Separate Transponder Unit)	C	-	0	May be inoperative provided Transponder Ident Selection is operative.	
-03C	(Integrated Transponder Unit) (Pro Line 21 and FUSION Only)	C	2	1	May be inoperative provided function on the Collins Radio Tuning Unit (RTU) or Radio Tuning System (RST) is operative.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
-01 ***	ADS-B System	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
-01		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-02		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
-02 ***	ADS-B Out Extended Squitter Transmissions	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B Out function that operates normally may be used.	
-01		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	
-02		C	-	1	One may be inoperative.	

(Continued)

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-03 ***	ADS-B Out UAT Transmissions	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B Out function that operates normally may be used.	
-01		C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) It is not required by 14 CFR.  NOTE: Any ADS-B Out function that operates normally may be used.	
-02		C	-	1	One may be inoperative.	
-04 ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B function that operates normally may be used.	
-01		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
-60-00 ***	Flight Profile Advisory System	C	1	0	May be inoperative.	
-60-10	Flight Management System (Aircraft Integrated Systems)				NOTE: Navigation functions and systems identified as FMS that provide only navigation functions are deferred with area navigation.	
-01		C	-	1	May be inoperative provided operations do not require its use.	
-02		A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight-cycles.	

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**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	External Oxygen Gauge	C	1	0	(M) May be inoperative provided the internal oxygen gauge is monitored during servicing to avoid over-servicing.	
-10-00 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-01 ***	Tamper Seals or Tags	C	-	-	May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
-20-00	Passenger Oxygen System					
-01	With Cabin Occupants	C	1	0	May be inoperative provided system not required by 14 CFR operating rule.	
-02	Without Cabin Occupants	D	1	0	May be inoperative.	
-03	Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding passenger seats are blocked and placarded "DO NOT OCCUPY", and b) Affected mask does not permit flow when oxygen system is activated.	

AIRCRAFT:  
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**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.  NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
-01	Tamper Seals or Tags	C	-	-	May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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**TABLE KEY**

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

**37. Vacuum/Pressure**

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Instrument Air Valve (B300 & B300C Only)	C	2	1	(O) One may be inoperative provided: a) Inoperative valve is verified closed, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated at or below FL 250.	
-20-00	Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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DATE: 04/27/2018

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**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 ***	Potable Water Systems	D	-	-	May be broken, missing or inoperative provided system is drained and not serviced.	
-30-00 ***	Lavatory Waste Systems (Electric Circulation Toilet)	C	1	0	Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE".	



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AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
-00-00	Onboard Maintenance System (OMS) (Pro Line FUSION Only)	D	1	0	NOTE: License management Not Available, Database Status Not Available, Maintenance System Not Available, and Data Load Not Available messages may be displayed.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation.  NOTE 2: Any function, program or document which operates normally may be used.	
-01		D	-	0	May be inoperative provided procedures do not require its use.	
-02 ***	Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Mounting Device	C	-	0	(M) (O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
-04		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

AIRCRAFT:  
 Textron Aviation Model 300

**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 ***	Integrated Flight Information System (Pro Line 21 IFIS-5000)				NOTE: Single FSU is not authorized for sole source of aeronautical information.	
-01	File Server Unit (FSU) (FSU INOP Message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.  NOTE: If alternate source is electronic, dual redundancy is required for operation.	
-02	Right Side Cursor Control Panel (CCP)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.  NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation.  NOTE 2: The amber CCP 2 Inop CAS message may be displayed.	
-03 ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-04 ***	Third VHF Communications Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-05 ***	XM Satellite Weather System	C	1	0	May be inoperative.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-10 ***	Information Management System (IMS-3500) (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	
-01 ***	Wi-Fi Adapter (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	
-02 ***	Cellular Adapter (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	
-10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000)				NOTE: Single FSA is not authorized for sole source of aeronautical information. FSA is available for each AFD by option.	
-01	FSA Integrated Flight Information System (Includes Map, Charts, XM Graphical Weather, and Datalink Graphical Weather)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.  NOTE 1: If alternate source is electronic, dual redundancy is required for operation.  NOTE 2: The following cyan CAS messages may be displayed: PFD 1 IFIS Inop, MFD IFIS Inop, or PFD 2 IFIS Inop.  NOTE 3: The following messages may be displayed: Chart Not Available, Graphical Weather Not Available, XM Graphical Weather Not Available, or Map Not Available.	

(Continued)

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**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000) (Cont'd)					
-02	IFIS Databases (Terminal Charts, XM Weather, Enhanced Maps, and Datalink WXR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
-03	Electronic Checklist System	C	3	0	May be inoperative provided an alternate copy of the checklist is available to the crew.  NOTE: The following checklist messages may be displayed: Checklist Not Available.	
-04	Data Link System	D	-	0	May be inoperative provided alternate procedures are established and used for affected information.  NOTE 1: The following CAS messages may be displayed: Data Link Fail (amber), Data Link Inop, or Data Link Lost (cyan).  NOTE 2: The following message may be displayed: Datalink Not Available to ECDU.	 

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AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
-10-30 ***	Datalink System (Other Than Collins Pro Line 21 or Fusion)	D	-	0		
-01	Radio	D	-	0	May be inoperative.	
-02	Weather	D	-	0	May be inoperative provided procedures do not require its use.	
					NOTE: Any function(s) that operate normally may be used.	
-02	Weather	C	-	0	May be inoperative provided alternate procedures are established and used to obtain weather data.	
-03	Internet	D	-	0	May be inoperative.	
-40-11	Multifunction Keypad Panel (MKP) (Pro Line FUSION Only)	B	1	0	May be inoperative provided: a) Touchscreen is operative on PFD1, MFD, and PFD2, and b) Both CCPs are operative and alphanumeric entry is done through CCP.	
					NOTE: The cyan MKP Inop CAS message may be displayed.	
-40-12	Baro Single Knob Panel (SKP) (Pro Line FUSION Only)	C	2	1	(O) May be inoperative provided Baro is in SYNC Mode on the Display Setup Page of the system menu.	

AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Door Snubber	C	1	0	(O) May be inoperative or missing provided precautions are taken when opening door.	
-10-02	Cabin Door Seal	C	1	0	May be damaged and/or inoperative provided: a) Door seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative.	
-10-03	Cabin Door Cable Covers	D	-	0	May be damaged or missing provided it does not interfere with normal operation of the cabin door.	
-10-04	Cabin Door Key Lock	C	1	0	May be inoperative in the unlocked position.	
-30-00	Cargo Door and/or Integrated Airstair Door Seal	C	2	0	May be damaged, sections missing, or inoperative provided: a) Door Seal does not interfere with door operation, and b) Cabin Pressurization System is considered inoperative.	
-01	Air Stair Door Cable Covers	D	-	0	May be damaged or missing provided it does not interfere with normal operation of the cabin door.	
-70-01	Cabin Door Warning System	C	1	0	(O) May be inoperative provided flight crewmember confirms by visual inspection that the cabin door is closed, latched and locked prior to each takeoff.	
-70-02	Cabin Door Lock and Upper Door Latch Observation Light System	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, using a flashlight that latches are in the locked position prior to each departure.	

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**TABLE KEY**

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

**55. Stabilizers**

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Elevator Button Plug	C	-	0	May be missing or broken.	



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DATE: 10/04/2018

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 Textron Aviation Model 300

**TABLE KEY**

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

**56. Windows**

Sequence No.	Item	1	2	3	4	Change Bar
-30-00 ***	Camera Window FOD Door System (STC SA2429CE Only)	C	-	0	May be inoperative with doors in the OPEN, CLOSED, or In-Transit position.	

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**TABLE KEY**

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

**57. Wings**

Sequence No.	Item	1	2	3	4	Change Bar
-40-00	Wing Attach Bolt Covers	C	-	0	May be missing, damaged or inoperative.	

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**TABLE KEY**

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

**61. Propellers**

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Propeller Synchrophaser/ Synchronizer System	C	1	0		
-01	Propeller Synchroscope	C	1	0		

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**TABLE KEY**

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

**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Engine Cowling Bolt Covers	C	4	0	May be missing.	

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 Textron Aviation Model 300

**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Fuel Flow Indicators	B	2	1	(M) One may be inoperative provided both fuel quantity indicating systems are operative and transducer is not leaking.	

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AIRCRAFT: Textron Aviation Model 300	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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<b>77. Engine Indicating</b>						
Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Dual Function Torque Indicator	C	2	0	Digital function only may be inoperative.	
-14-01	Dual Function N1 Indicator	C	2	0	Digital function only may be inoperative.	