



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 8
Date: 03/15/2011

Hawker Beechcraft Corporation

Model 99 Series

Applicable Models:

99, 99A, A99, A99A, B99, C99

James B. Adams, Chairman
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Aircraft Evaluation Group
DOT Building, Room 332
901 Locust Street
Kansas City, MO 64106-2641

Telephone: (816) 329-3233
FAX: (816) 329-3241

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BEECHCRAFT MODEL 99 SERIES

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Log of Revisions

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ORIGINAL	12/18/1981		
1	08/30/1984	34-1, 34-2, 82-1	
2	03/14/1985	ALL PAGES	
3	03/16/1989	ALL PAGES	
4	06/22/1989	HIGHLIGHTS OF REV., DEFINITIONS	
4	06/22/1989	PREAMBLE	
5	05/24/1991	HIGHLIGHTS OF REV., DEFINITIONS	
5	05/24/1991	GUIDELINES	
5	05/24/1991	21-1, 21-2, 23-1, 24-1, 25-1	
5	05/24/1991	25-2, 26-1, 27-1, 28-1, 28-3	
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5	05/24/1991	33-2, 34-1, 34-2, 34-3, 34-4	
5	05/24/1991	34-5, 35-1, 36-1, 52-1, 61-1	
5	05/24/1991	73-1, 77-1, 79-1	
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6	06/13/1994	GUIDELINES	
6	06/13/1994	21-1, 21-2, 22-1, 23-1, 23-2	
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7	01/25/2007	GUIDELINES	
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7	01/25/2007	34-6, 34-7, 34-8, 36-1, 52-1	
7	01/25/2007	79-1	
7a	04/22/2008	DEFINITIONS	
7a	04/22/2008	30-1	
8	03/15/2011	Table of Contents, Log of Revisions,	
8	03/15/2011	Control Page, Definitions, Preamble,	
8	03/15/2011	Highlights of Change	
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Control Page

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46	46-1	8	03/15/2011
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61	61-1	6	06/13/1994
73	73-1	8	03/15/2011
77	77-1	6	06/13/1994
79	79-1	7	01/25/2007
82	82-1	6	06/13/1994

HIGHLIGHTS OF CHANGE

NOTE:	Revision 8 is a revised numbering format.
Definitions	Change format of DEFINITIONS section to accommodate new FSIMS MMEL distribution format.
Preamble	Change format of PREAMBLE section to accommodate new FSIMS MMEL distribution format.
	Change bars identify only new or revised content. Change bars have not been placed on items for change in location, renumbering or change in text capitalization.
21-1-1	Add Remarks that operating conditions are acceptable without combustion heater for (O) procedure.
21-1-3	Add Remarks that operating conditions are acceptable without Aux Bleed Air Heat for (O) procedure.
21-2-1	Add relief for Adjustable Ceiling Outlets (Eyeball).
21-6	Add Remark to state required condition.
21-7	Add Combustion Heat and Ventilation Blower in Remarks.
21-9	Revise Remarks to include description "is not used".
21-14	Add Cabin Air Temperature Indicator relief.
22-1	Add "System" to Item and add Remark to state required condition.
22-1-2	Add Autopilot Disconnect as subitem of Autopilot System. Added Remark to state required condition.
22-2	Add Remark to state required condition.
23-3	Change Remarks to state required condition.
23-4	Change Remarks to state required condition.
23-5	Revised Remarks to address total missing Static Wicks.
23-9	Adds relief for Ground Communication Power Systems.
23-10	Adds relief for Crew Intercom System for operations not requiring a SIC pilot.
23-11	Adds relief for Push to Talk Switch.

HIGHLIGHTS OF CHANGE

23-12	Adds relief Hand Held Microphone.
25-1, 2, 3	Adds relief for Crew Seats subitems, Arm Rests, Shoulder Harness Adjustment.
25-2	Adds relief for Rudder Pedal Adjustment.
25-6	Deleted expired Passenger Convenience Items.
25-7	Updated Emergency Medical Equipment according to PL-73.
25-11	Add relief for Flashlight and Flashlight Holder.
25-12	Add relief for Cockpit Sun Visors.
26-2	Add Remark to state required condition.
28-4	Revise Remarks to use correct terminology.
30-3	Add relief for Hydrophobic Windshield Coating equipped aircraft.
30-3-1 & 2	Add relief for Windshield Wipers Park and Slow mode.
30-5	Remove "areas of" from Remarks and incorporated 7a.
31-2	Added Remarks to state required condition.
31-3	Added Remarks to state required condition.
31-5	Add relief for Unassigned Annunciators.
31-6	Add relief for Master Caution Annunciators.
31-7	Add relief for Master Warning Annunciators.
31-8	Add relief for Fault Warning Annunciators.
32-4	Add Remark to specify required condition.
33-2	Add (O) procedure to Remarks
33-11	Add relief for Baggage Pod Light(s).

HIGHLIGHTS OF CHANGE

33-12	Add relief for Nose Baggage Light(s).
34-1	Specify Mechanical in Item and add relief for Rate of Turn indication if Standby/Backup instruments are operative.
34-2	Specify Mechanical in Item and add relief for Vertical Speed indication if Standby/Backup instruments are operative.
34-4	Add Remarks for Radar Altimeter.
34-5-1	Add relief for Radar Antenna Stabilization.
34-5-2	Add relief for Predictive Windshear Detection and Avoidance System.
34-6-2 & 3	Added ADS-B Squitter Transmissions and Altitude Encoder relief per PL-76.
34-8	Renumbered, combined VOR/ILS systems, Navigation Management System into sub-items.
34-9, 1 & 2	Changed per PL-39. Added relief for aural and visual alert.
34-11	Added "AHRS" in Remarks.
34-12	Deleted redundant terms in Remarks.
34-13-2	Revise Remarks to correctly describe mode of operation.
34-14	Add relief for Traffic Information Service (TIS).
34-15-1	Add "Mechanical" to Item and revise Remarks for single pilot operation.
34-15-2	Add "Mechanical" to Item and add relief for inoperative right side Mechanical Gyroscopic Band and Pitch Indicators (Attitude).
34-15-3	Add "Mechanical" to Item and add relief for inoperative right side Mechanical Gyroscopic Direction Indicators.
34-15-4	Add "Mechanical" to Item and change Remarks.
34-16	Change Repair Category.
34-17	Added relief for Standby Attitude Indicator per PL-111.
46-1	Added ATA Chapter 46, PL-121.
73-1	Revised Item and Remarks to indicate correct terminology.

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MASTER MINIMUM EQUIPMENT LIST

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DEFINITIONS

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-025 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, FAR PART 91 MEL APPROVAL AND PREAMBLE.

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, excluding Non-Essential Equipment & Furnishings (NEF) (M) and (O) procedures:

21-1-1	(M)	Maintenance procedure to ensure no fuel leak or mechanical/electrical fault exists and to deactivate the Heater.
	(O)	Operations procedure to identify acceptable conditions to operate without affected heat in the aircraft.
21-1-2	(O)	Operations procedure to identify acceptable conditions to operate without affected bleed air heat in the aircraft.
21-1-3	(O)	Operations procedure to identify acceptable conditions to operate without affected bleed air heat in the aircraft.
21-6	(M)	Maintenance procedure to deactivate Air Conditioner to ensure fault will not affect other System.
21-12	(M)	Maintenance procedure to ensure Bleed Air shutoff Valve(s) are in the closed position.
21-13	(M)	Maintenance procedure to ensure Bleed Air shutoff Valve(s) are in the closed position.
	(O)	Operations procedure to identify acceptable conditions to operate without heat in the aircraft.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control function.
22-1-1	(M)	Maintenance procedure to verify remaining Autopilot functions to maintain constant altitude and direction are available and placard for crew awareness.
	(O)	Establish alternate procedures for Autopilot use with inoperative Autopilot functions.

Guidelines for (O) & (M) Procedures

22-2	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control function.
23-1-1	(O)	Operations procedure for passenger briefing.
24-4	(M)	Maintenance procedure to verify items on the now Single Fed Buss are operative.
24-8	(M)	Maintenance procedure to verify the External Power Solenoid is not powered.
24-8-1	(O)	Operations procedure for crew to verify correct external power is used and verify external power is disconnected and Receptacle Door is closed prior to flight.
25-1-1	(M)	Maintenance procedure to secure arm rest(s) in proper position.
25-1-3	(M)	Maintenance procedure to secure seat(s) in proper position.
25-2	(M)	Maintenance procedure to secure rudder pedal(s) in proper position.
25-3-2	(O)	Operations procedure for crew awareness of inoperative baggage stowage area and alternate procedures for baggage.
25-5-1	(M)	Maintenance procedure to disconnect ELT Remote Switch and verify ELT is operative in the ARMED Mode.
25-9	(M)	Maintenance procedure to secure and placard Compartment.
25-10	(M)	Maintenance procedure to determine acceptable cargo loading limits with inoperative restraints.
26-2	(M)	Maintenance procedure to deactivate System and ensure Engine Fire Lights are extinguished prior to operation of the aircraft.
27-4	(O)	Operations procedure for crew to verify operation of Main and Standby Pitch Trim, Trim in Motion Warning, Out of Trim Warning, and to visually verify the Stabilizer Pitch Trim Position prior to each takeoff.
28-1-2	(O)	Procedure to verify crossfeed is operative prior to each flight.
28-3	(O)	Operations procedure to ensure the quantity and balance of fuel on board meets the regulatory requirements for the intended flight.
28-4	(O)	Operations procedure to verify NO MTV FLOW Annunciator is operative and Nacelle fuel quantity is monitored.

Guidelines for (O) & (M) Procedures

28-7-1	(O)	Operations procedure to verify both the Primary and Secondary Fuel Boost Pumps are operative and both are operated for the entire flight.
28-7-2	(O)	Operations procedure to verify the NO MTV FLOW Annunciator and Standby Boost Pump are both operative prior to flight.
30-3	(M)	Maintenance procedure to verify effectiveness of hydrophobic windshield coating in accordance with windshield manufacturers' procedure.
30-9	(M)	Maintenance procedure to secure brake deice valves in closed position.
31-2	(O)	Operations procedure for recording flight time.
31-3	(O)	Operations procedure for recording Combustion Heater use time.
32-1	(O)	Operator must use procedure published by Hawker Beechcraft Corporation to verify the Landing Gear is down and locked with an inoperative Gear Indicator.
32-3	(M)	Maintenance procedure to ensure nose wheel steering is deactivated and ensure that nose steering rods remain connected for wheel alignment during gear extension and retraction.
32-4	(O)	Operations procedure to prevent movement of aircraft when stopped or parked.
32-6	(O)	Operations procedure for crew awareness and procedure to manually release Gear Handle Downlock to retract Landing Gear.
33-02	(O)	Operations procedure to identify minimum sufficient operative Lighting for the crew to perform required duties and for passengers to locate items and move safely about the Cabin during night operations.
33-03	(O)	Operations procedure to specify passenger briefing.
34-04	(O)	Operations procedure to establish alternate means for awareness of approach minimums.
	(M)	Maintenance procedure to deactivate Radar Altimeter.
34-05-02	(O)	Operations procedure to ensure alternate procedures are established and used to assess and minimize probability of encountering windshear during takeoff/departure and approach/landing and minimize the effects of unexpected windshear encounters during takeoff/departure and approach/landing.

Guidelines for (O) & (M) Procedures

34-08-02-01	(O)	Operations procedure to ensure current Aeronautical Charts are used, verify status and suitability of the Navigation Facilities used to define route of flight, and use manual tuning of Approach Navigation Radios.
34-12	(M)	Maintenance procedure to deactivate and secure the System.
34-13	(M)	Maintenance procedure to deactivate and secure the System.
34-13-2	(O)	Operations procedure for crew awareness of inoperative RA Mode and procedures to select and operate in TA Mode only.
34-13-3	(O)	Operations procedure to verify RA visual display and audio functions operative and select RA Only mode.
34-16	(O)	Operations procedure for crew awareness and flight planning for aircraft altitude, performance and terrain clearance.
34-16-1-1	(O)	Operations procedure to ensure alternatives are established and used for the appropriate inoperative mode(s).
34-16-1-4	(O)	Operations procedure to ensure alternatives are established for inoperative Advisory Callouts.
34-16-1-5	(O)	Operations procedure to ensure alternatives are established and used for windshear avoidance and recovery procedures.
34-16-2	(O)	Operations procedure for crew awareness and flight planning for terrain avoidance with inoperative FLTA/PDA.
36-1	(M)	Maintenance procedure to determine Bleed Air Shutoff Valve(s) are in the closed position.
46-1	(O)	Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-1-1	(O)	Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration.
46-1-2	(M)	Procedure to secure Mounting Device in an acceptable location or remove it from the aircraft.
	(O)	Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available.

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Guidelines for (O) & (M) Procedures

46-1-3	(O)	Procedures for alternate means to operate the EFB without automatic data input.
52-1	(O)	Operations procedure to brief the passenger to remain seated with their seatbelt fastened for entire duration of the flight and except for an emergency, only the crew will operate the cabin door.
61-2	(O)	Operations procedure to ensure prop levers are full forward prior to landing.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING					
01-00	Heater					
01-01	Combustion (Except C-99)	C	1	0	(O)(M) May be inoperative provided a) Heater is deactivated, and b) Operating conditions are acceptable without Combustion Heat	
01-02	Bleed Air Heat (C-99 Only)	C	1	0	(O) May be inoperative provided: a) Operating conditions are acceptable without heat, and b) Both Environmental Bleed Air Valves remain ENVIR OFF.	
01-03 ***	Auxiliary Bleed Air Heat System (Except C-99)	C	1	0	(O) May be inoperative provided: a) Operating conditions are acceptable without Aux Bleed Air Heat, and b) Left Engine Bleed Air Shutoff Valve remains OFF and closed.	
02-00	Forward Ventilation Blower	C	1	0	May be inoperative provided: a) Combustion Heater is not operated on the ground, b) Combustion Heater is turned OFF prior to landing, c) Electric Heater is not operated, and d) Windshield Defrost Air is not required.	
02-01	Adjustable Ceiling Outlets (Eyeball)	C	-	0		
03-00	Aft Ventilation Blower	C	1	0		
04-00	Automatic Temperature Control	C	1	0	May be inoperative provided Manual Temperature Control is operative.	

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SEQUENCE NUMBERS &
ITEM

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
05-00	Manual Temperature Control	C	1	0	May be inoperative provided Automatic Temperature Control is operative.
		C	1	0	May be inoperative provided: a) Heater is considered inoperative, and b) Item 21-1, Heater, is complied with.
06-00	Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.
07-00	Windshield Defrost	C	1	0	May be inoperative provided one of the following is operative: a) Ventilation Blower, b) Windshield Heat (Electric), c) Bleed Air Heat and Ventilation Blower, d) Electric Heater and Ventilation Blower, or e) Combustion Heat and Ventilation Blower
08-00	Duct Over Temperature Annunciator (C-99 Only)	C	1	0	May be inoperative provided: a) Both Environmental Valves are closed, and b) Ventilation Blower is operative.
09-00 ***	Electric Heater	C	1	0	May be inoperative provided Electric Heater is not used.
10-00 ***	Auxiliary Bleed Air Heat System				MOVED TO ITEM 21-1, REVISION 7.
11-00	Ram Air Vent (C-99 Only)	C	1	0	

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1. SYSTEM,
SEQUENCE NUMBERS &
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2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
12-00	Bleed Air Fail Annunciator Lights (Fails To Illuminate) (C-99 Only)	C	2	1	(M) May be inoperative provided: a) Affected side Environmental Bleed Air Valve remains ENVIR OFF, and b) Affected side Environmental Bleed Air Valve is verified closed.
13-00	Environmental Bleed Air Shutoff Valve(s) (C-99 Only)	C	2	1	(M) One may be inoperative provided: a) Affected Valve remains OFF, and b) Affected Valve is verified closed.
		C	2	0	(O)(M) Both may be inoperative provided: a) Both Valves remain OFF, b) Both Valves are verified closed, and c) Operating conditions are acceptable without heat.
14-00	Cabin Air Temperature Indicator	C	1	0	

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
01-00 Autopilot System ***	C	-	0	(M) May be inoperative provided: a) Autopilot System is deactivated, and b) Operations do not require its use.
	C	2	1	One may be inoperative provided approach procedures do not require dual Autopilot operation.
01-01 Autopilot Modes	C	-	2	(M)(O)Individual Autopilot Modes may be inoperative provided: a) Operations do not require use of the affected Mode(s), b) Remaining Modes are capable of maintaining a constant altitude and direction, and c) Autopilot is not used for any segment of an approach.
01-02 Autopilot Disconnect (AP/YD & TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
	C	-	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch Trim Disc. function remains operative.
02-00 Yaw Damper ***	C	-	0	(M) May be inoperative provided system is deactivated.

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23	COMMUNICATIONS				
01-00	Passenger Address System				
01-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any operative station may be used.
01-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
02-00	Communications Equipment (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an Emergency Power Source and not required for emergency operations.
03-00	Cockpit Speakers	C	2	1	One may be inoperative provided an operative Headset is available for use.
		C	2	0	May be inoperative provided two operative Headsets are available for use.
04-00	Audio Amplifier	C	1	0	May be inoperative provided: a) Two operative Headsets are available for use, and b) Aural warnings are operative and audible.
05-00	Static Discharge Wicks	C	-	-	One Wick may be damaged or missing from each Control Surface and/or structural area provided one remains serviceable for each Control Surface and/or area and no more than two total Static Wicks are missing from the airplane.

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23	COMMUNICATIONS				
06-00	Cockpit Voice Recorder (CVR) (With Flight Data Recorder)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by FAR may be inoperative.
	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder)	A	1	0	May be inoperative provided repairs are made within three flight days.
		D	-	-	Any in excess of those required by FAR may be inoperative.
	Cockpit Voice Recorder (CVR) (Non-Certificated Operator)	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.
07-00	Boom Microphones COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED				
07-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
07-02 ***	Cockpit Voice recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

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23	COMMUNICATIONS				
07-00	Boom Microphones (Continued) CVR WITHOUT FDR INSTALLED.				
07-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.
07-02 ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
08-00	High Frequency (HF) Communication System	D	-	0	Any in excess of those required by FAR may be inoperative.
09-00 ***	Ground Communications Power System	D	1	0	
10-00 ***	Crew Intercom System	C	1	0	May be inoperative provided operations do not require a SIC pilot.

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23	COMMUNICATIONS				
11-00	Push to Talk Switch	C	2	1	One may be inoperative provided: a) Hand Held Microphone on affected side is operative. b) Aircraft is operated with a SIC.
		C	2	1	Right side may be inoperative provided: a) Hand held mic is operative, and b) Flying pilot has operative mic at pilot station.
		C	2	0	May be inoperative provided: a) Both pilot stations have operative hand held mic. b) Aircraft is operated with a SIC.
12-00	Hand Held Microphone	C	2	1	Right side may be inoperative.
		C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

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24 ELECTRICAL				
01-00 DC Loadmeters				DELETED, REVISION 5.
02-00 Generator Warning Lights	B	2	0	May be inoperative provided both DC Loadmeters are monitored.
03-00 Inverter Warning Light	B	1	0	May be inoperative provided an AC Volt/Frequency Meter is installed and operative.
04-00 Bus Feeder Limiter (60 Amp) (Except C-99)	B	4	3	(M) One Limiter may be open for VFR day operations provided all Bus functions are operating properly. NOTE: For U-80 and after, the Bus Fault Light ON indicates an open Current Limiter.
05-00 Inverter	B	2	1	One may be inoperative for day VMC operations.
06-00 AC Volt/Frequency Meter (C-99 Only)	B	1	0	May be inoperative provided Inverter Warning Light is operative.
07-00 *** NICAD Battery Temperature Indicator	C	1	0	May be inoperative provided the Beech Battery Monitor System is installed.
	C	1	0	May be inoperative provided NICAD Batteries are not installed.
08-00 External Power System	C	1	0	(M)
08-01 External Power Annunciator System	C	1	0	(O)

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25	EQUIPMENT/ FURNISHINGS				
01-00	Crew Seats				
01-01	Armrest(s)	C	-	0	May be inoperative provided the affected Armrest can be placed in the normal up or down position.
		C	-	0	(M) May be inoperative provided affected armrest is secured in the up position.
01-02	Shoulder Harness	B	2	1	Right side may be inoperative provided seat is not occupied.
01-03	Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.
02-00	Crew Rudder Pedal Adjustment	A	-	0	(M) May be inoperative provided: a) Associated rudder pedal is locked in a symmetrical position that allows full rudder pedal movement, b) Position of the rudder is acceptable to the flight crew, c) Associated Crew Seat Adjustment must be operative, and d) Repairs are made within one flight day.

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25	EQUIPMENT/ FURNISHINGS				
03-00	Passenger Seat(s)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>
03-01	Recline Mechanism	C	-	-	<p>May be inoperative and Seat occupied provided Seat is secure in the upright position.</p>
03-02	Underseat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar. <p style="text-align: center;">(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
03-00 Passenger Seat (Continued)				
03-03 Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an Armrest with a recline mechanism, seat is secured in the upright position.
04-00 Flotation *** Equipment	D	-	-	Any in excess of those required by FAR may be missing provided required distribution is maintained.
05-00 Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.
05-01 Remote Switch	C	1	0	(M) May be inoperative provided: a) Remote Switch is disconnected from the ELT, and b) ELT Switch is placed in the ARMED position.

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25	EQUIPMENT/ FURNISHINGS				
06-00 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	<p>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 flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.</p> <p>Passenger Convenience Items deleted Revision 8.</p>
07-00	Emergency Medical Equipment				
07-01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
07-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
07-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.

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25	EQUIPMENT/ FURNISHINGS				
08-00	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.
09-00 ***	Galley Storage Compartment(s)	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.
10-00 ***	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. Approved Cargo Loading Manual or Weight and Balance Manual are observed.
		C	-	-	May be inoperative or missing provided affected cargo section remains empty.
11-00	Flashlight	C	-	-	Any in excess of those required by FAR may be inoperative or missing.
11-01	Flashlight Holder	C	-	0	May be damaged or inoperative provided affected flashlight remains readily available to crewmember while seated.
12-00	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.

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26	FIRE PROTECTION				
01-00	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.
02-00 ***	Engine Fire Extinguisher Systems	C	2	0	

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27 FLIGHT CONTROLS				
01-00 Trim Position Indicators (Rudder And Aileron)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operations, b) Tab operation is unaffected, and c) Tab is positioned at neutral prior to each departure and neutral position is verified by visual inspection.
02-00 Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, b) Flaps are visually checked full up or for proper setting prior to each departure, and c) Flaps stop in Approach Position when position switch placed in Approach Detent.
03-00 Flap System	C	1	0	May be inoperative provided: a) Flaps remain in the full up position, b) Flaps 0% performance data is available in the AFM for takeoff and landing, and c) Landing Gear Warning Silence button is not used to silence the landing gear warning in flight.

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27	FLIGHT CONTROLS				
04-00	Horizontal Stabilizer Pitch Trim Indicator	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Main and Standby Pitch Trim Systems verified operative prior to flight, b) "Trim In Motion" Audio verified operative prior to flight, c) "Out Of Trim" Warning System is verified operative prior to flight, and d) Stabilizer position is visually verified to be in the takeoff range prior to flight.

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28 FUEL				
01-00 Fuel Boost Pumps				
01-01 Primary/Secondary Fuel Pumps (Except C-99)	C	4	2	One Primary or one Secondary Pump may be inoperative on each side. NOTE: Comply with AFM Limitations.
01-02 Standby Fuel Pumps (C-99 Only)	B	2	1	(O) One may be inoperative provided prior to each flight: a) Remaining Standby Pump is verified operative, b) Cross Flow is verified operative, and c) AVGAS is not used. NOTE: Comply with AFM Limitations.
02-00 Fuel Transfer Jet Pumps	C	2	0	May be inoperative provided: a) All Fuel Boost Pumps are operative, and b) Fuel planning includes 28 gallons of unusable fuel on affected side Fuel System.
03-00 Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine fuel quantity and balance meet the requirements for intended flight, and b) Both Fuel Flow Indicators are operative and monitored, and c) Both NAC NOT FULL Annunciators are operative.

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28	FUEL				
04-00	NAC NOT FULL Annunciator (C-99 Only)	C	2	0	(O) May be inoperative provided: a) Fuel Quantity Indicator is operative on the affected side, b) Affected side NO MTV FLOW annunciator is operative, and c) Nacelle fuel quantity is monitored using the Fuel Quantity Indicator selector System.
	(Except C-99)	C	2	0	May be inoperative provided: a) Fuel Quantity Indicator is operative on the affected side, b) Affected side Primary and Secondary Fuel Boost Pumps are operative and selected ON for flight, and c) Fuel Quantity Indicator is selected to NACELLE and monitored during flight. NOTE: U-40 and after or aircraft with Kit# 99-3008, selection of the Fuel Quantity Indicator Selector to the NACELLE position deactivates the NAC-NOT-FULL Annunciator.
05-00	NO MTV FLOW Annunciator Light (C-99 Only)	C	2	0	May be inoperative provided: a) Both Standby Pumps are operative, b) Affected side FUEL PRESSURE Annunciator is operative, c) Fuel planning includes 28 gallons of unusable fuel on affected side fuel system, and d) Affected side NAC NOT FULL Annunciator is operative.

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28	FUEL					
06-00	FUEL CROSSFEED Annunciator	C	1	0	May be inoperative provided: a) AFM procedure to confirm proper crossfeed operation is completed prior to starting engines, b) Both Fuel Pressure Low Annunciators are operative, c) For C-99 only, both Standby Fuel Pumps are operative, and d) For C-99 only, both NO MTV FLOW Annunciators are operative.	
07-00	Fuel Pressure Low Annunciators					
07-01	FUEL PRESSURE Annunciator (Except C-99)	C	2	1	(O) One may be inoperative provided: a) The Primary and Secondary Fuel Boost Pumps for affected side are verified operative prior to flight, b) The Primary and Secondary Fuel Boost Pumps are both selected ON for flight, and c) Affected side Fuel Quantity Indicator is operative.	
07-02	FUEL PRESS Annunciator (C-99 Only)	B	2	1	(O) One may be inoperative provided: a) Affected side NO MTV FLOW Annunciator is operative, b) Affected side NAC NOT FULL Annunciator is operative, and c) Affected side Standby Boost Pump is operative.	

FEDERAL AVIATION ADMINISTRATION

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30 ICE & RAIN PROTECTION				
01-00 Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
02-00 Windshield Heater ***	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	C	2	1	Right side may be inoperative for operations not requiring a Second In Command.
03-00 Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
	C	2	0	(M) May be inoperative provided the affected windshield has an effective Hydrophobic coating.
03-01 PARK Mode	C	1	0	May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view.
03-02 SLOW Mode	C	1	0	May be inoperative provided the FAST mode is operative.
04-00 Pitot Heaters	B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) IFR passenger carrying operations are not conducted.
	B	2	1	Right side may be inoperative for single pilot operations.

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30 ICE & RAIN PROTECTION				
05-00 Engine Lip Boot Heat	C	2	0	May be inoperative provided the aircraft is not operated in visible moisture at temperatures less than 5 degrees Centigrade.
06-00 Propeller Deicing Systems (Automatic)	C	2	0	May be inoperative provided Manual Propeller Deice System is operative.
	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
07-00 Propeller Deice Systems (Manual)	C	2	0	May be inoperative provided Automatic Propeller Deice System is operative.
	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
08-00 Stall Warning/Angle Of Attack Mounting Plate And Vane Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
09-00 Brake Deice System	C	1	0	(M) May be inoperative provided shutoff valves are in the closed position.
10-00 Propeller/Inlet Deicer Ammeter	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				
01-00 Clock With Sweep Second Hand Or Digital Clock	C	-	0	May be inoperative for VFR operations.
	C	2	1	One may be inoperative provided remaining Clock is visible to required flight crewmember(s).
02-00 Flight Hour Recorder	C	1	0	(O) May be inoperative provided alternate procedure to record time of operation.
03-00 Combustion Heater Hour Meter	C	1	0	(O) May be inoperative provided alternate procedure to record time of operation.
04-00 Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful.
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31	INDICATING/ RECORDING SYSTEMS				
04-00	Flight Data Recorder (FDR) System (Continued)				
	FDR Recording Parameters Required By FAR	A	-	0	<p>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</p> <p>d) Repairs are made within three flight days.</p>
	FDR Recording Parameters Not Required By FAR	A	-	0	<p>May be inoperative provided:</p> <p>a) Cockpit Voice Recorder (CVR) operates normally, and</p> <p>b) Repairs are made within 20 calendar days.</p>
	Flight Data Recorder (FDR) System (Non- Holder Of Air Carrier Or Commercial Operator Certificate)	C	-	-	<p>Any in excess of those required by FAR may be inoperative.</p>
		A	-	0	<p>May be inoperative provided repairs are made prior to completion of the next heavy maintenance visit.</p>

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31	INDICATING/ RECORDING SYSTEMS				
05-00	Unassigned(---) Annunciators	D	-	0	
06-00	Master Caution Annunciator (C-99 Only)	C	2	1	One may be inoperative provided left side is operative for single pilot ops.
07-00	Master Warning Annunciator (C-99 Only)	A	2	1	One may be inoperative provided: a) Left side is operative for single pilot operations, and b) Repairs are made within one flight day.
08-00	Fault Master Annunciator (Except C-99)	A	2	1	One may be inoperative provided: a) Left side is operative for single pilot operations, and b) Repairs are made within one flight day.

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32	LANDING GEAR				
01-00	Landing Gear Position Indicating Lights	B	3	2	(O) One may be inoperative provided alternate procedures to verify all three Landing Gear are DOWN and LOCKED prior to landing are established and used.
02-00	Gear Handle Lights	B	2	1	
03-00	Nose Steering Disconnect Actuator	C	1	0	(M) May be inoperative provided: a) Actuator is in the Steering Disconnect Position, b) Aircraft is not operated on contaminated surfaces, and c) Landing is limited to 25 knots crosswind or less. NOTE: Do not disconnect nose steering rods
04-00	Parking Brake	C	1	0	(O) May be inoperative provided a means for preventing aircraft from moving when parked is used.
05-00	Hydraulic Fluid Low Annunciator Light	C	1	0	May be inoperative provided Hydraulic Reservoir is visually checked for required fluid level prior to each departure.
06-00	Landing Gear Control Downlock Solenoid	C	1	0	(O) May be inoperative provided the Landing Gear Control Downlock Release button is operative.

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33	LIGHTS				
01-00	Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
02-00	Cabin Interior	C	-	-	(O) May be inoperative provided lighting configuration is adequate for passenger evacuation.
03-00	Passenger Notice System (Fasten Seat Belts No Smoking Sign)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to passengers.
04-00	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
05-00	Strobe Lights System	C	1	0	
06-00	Landing Light System	C	2	0	May be inoperative for day operations.
		C	4	2	Any two Bulbs may be inoperative for night operations.
07-00	Taxi Light	C	1	0	

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33 LIGHTS				
08-00 Position Lights	C	3	0	May be inoperative for day operations.
09-00 Wing Ice Lights	C	2	0	May be inoperative provided aircraft is not operated at night in forecast or known icing conditions. NOTE: AD 96-09-13.
10-00 Tail Flood Lights ***	C	2	0	
11-00 Baggage Pod Light(s)	D	-	0	NOTE: Any operative light may be used.
12-00 Nose Baggage Light(s)	D	-	0	

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34	NAVIGATION				
01-00	Mechanical Gyroscopic Rate Of Turn/Slip Skid Indicator	B	2	1	May be inoperative on right side provided SIC pilot is not required.
		B	2	0	May be inoperative provided: a) IFR operations are not conducted, and b) Passengers are not carried VFR over-the-top or at night.
		C	-	0	May be inoperative provided: a) Aircraft is equipped with operative EFIS system that provides Rate of Turn indication, and b) Standby Attitude Indicator is installed and operative.
02-00	Mechanical Vertical Speed Indicators	B	2	1	May be inoperative on right side.
		B	2	0	May be inoperative provided IFR passenger carrying operations are not conducted.
		C	-	0	May be inoperative provided: a) Aircraft is equipped with operative EFIS system that provides Vertical Speed indication, and b) Standby Attitude, Airspeed and Altitude instruments are operative.
03-00	Flight Director	C	1	0	May be inoperative provided operating procedures do not require its use.

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34 NAVIGATION				
04-00 Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Class A TAWS and/or GPWS are considered inoperative, b) TCAS II is considered inoperative, c) Approach procedures do not require its use, and d) Alternate procedures are established and used.
05-00 Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by FAR.
05-01 Radar Antenna Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.
05-02 Windshear *** Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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34 NAVIGATION				
06-00 ATC Transponders And Automatic Altitude Reporting Systems	C	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by FAR may be inoperative.
06-01 Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
06-02 ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
06-03 Altitude Encoder	C	-	0	May be inoperative provided: a) Enroute operations do not require transponder use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by FAR may be inoperative.
07-00 Marker Beacon				MOVED to Item 08-01-02, Revision 8.

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34 NAVIGATION				
08-00 Navigation Equipment				
08-01 VOR/ILS System	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
-01 Glide Slope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
-02 Marker Beacon	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
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34	NAVIGATION				
08-00	Navigation Equipment (Continued)				
08-02	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by FAR, and b) Operations do not require its use <p>NOTE: Systems identified as FMS may have a variety of navigation signal sources. Relief for RNAV functions and/or associated signal sources of an FMS must be applied only to FMS functions limited to navigation and not affecting operation of other aircraft systems.</p>
-01	Navigation Databases	C	-	-	<p>(O) May be out of currency provided:</p> <ul style="list-style-type: none"> a) Current Aeronautical charts are used to verify Navigation Fixes prior to each departure, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation radios are manually tuned and identified, and d) RNAV departures, RNAV arrivals, instrument approaches and published RNAV routes based on RNAV guidance are not used.

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34	NAVIGATION				
08-00	Navigation Equipment (Continued)				
08-03	Distance Measuring Equipment (DME)	C	-	0	May be inoperative provided a suitable operative RNAV system is available.
		C	-	-	May be inoperative provided operations do not require its use.
		D	2	1	
08-04	Automatic Direction Finder (ADF)	D	-	-	May be inoperative provided operations do not require its use.
08-05	Radio Magnetic Indicator (RMI)	D	-	-	May be inoperative provided: a) Magnetic Compass is operative, and b) Any navigation source that is not displayed on another indicator is considered inoperative.

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34 NAVIGATION				
09-00 Altitude Alerter System	C	1	0	May be inoperative provided operations do not require its use.
09-01 Aural Alert	C	1	0	May be inoperative provided visual alert is operative.
09-02 Visual Alert	C	1	0	May be inoperative provided aural alert is operative.
10-00 Angle Of Attack/Speed Control Indicator	C	1	0	
11-00 Nonstabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro, AHRS or Inertial Reference stabilized compass systems are operative.
	B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or Inertial Reference stabilized compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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34 NAVIGATION				
12-00 Traffic Alert *** Collision Avoidance System (TCAS I)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated, and c) Enroute or approach procedures do not require its use.

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34	NAVIGATION				
13-00	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute/Approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated, and c) Enroute/Approach procedures do not require its use.
13-01	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
13-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA mode is selected by the crew, and c) Enroute/Approach procedures do not require its use.
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34 NAVIGATION				
13-00 Traffic Alert Collision Avoidance System (TCAS II) (Continued)				
13-03 TA Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute/Approach procedures do not require its use.
13-04 Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
13-05 Airspace Selection Function ***	C	-	0	
14-00 Traffic Information Service (TIS)	D	-	0	
15-00 Flight Instruments (Basic T Instruments)				
15-01 Mechanical Airspeed Indicators	B	2	1	May be inoperative on the right side provided a SIC pilot is not required.
	B	1	0	Right side may be inoperative provided: a) Aircraft is equipped with standby airspeed indicator. b) SIC pilot is not required.
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34	NAVIGATION				
15-00	Flight Instruments (Basic T Instruments) (Continued)				
15-02	Mechanical Gyroscopic Bank And Pitch Indicators (Attitude)	B	2	1	May be inoperative on right side provided: a) Aircraft not operated with a SIC pilot, b) Two independent power sources are available to drive the left side Attitude Indicator, and c) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side.
		B	1	0	May be inoperative on right side provided: a) Aircraft not operated with a SIC pilot, and b) Aircraft has an operative standby attitude indicator.
		B	1	0	May be inoperative on right side provided aircraft is operated VFR only.
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34	NAVIGATION				
15-00	Flight Instruments (Basic T Instruments) (Continued)				
15-03	Mechanical Gyroscopic Direction Indicators	B	2	1	May be inoperative on right side provided: a) Aircraft is not operated with a SIC, b) Magnetic Compass is operative, and c) Two independent power sources are available to drive the left Heading Indicator.
		B	1	0	May be inoperative on right side provided: a) Aircraft is not operated with a SIC, b) Magnetic Compass is operative, and c) Aircraft has operative approved standby instruments for attitude, altitude and airspeed.
		B	1	0	May be inoperative on right side provided: a) Aircraft not operated with a SIC, b) Magnetic Compass is operative, and c) Aircraft is operated VFR.
15-04	Mechanical Altimeter, Barometric Pressure Adjustable	B	2	1	May be inoperative on right side provided Aircraft is not operated with a SIC pilot.

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34	NAVIGATION					
16-00	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A Or B TAWS Required By FAR)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	(Class C TAWS) Or (GPWS Not Required By FAR)	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any operative mode may be used.	
16-01	GPWS (FAR Required)					
-01	Modes 1-4 (Class A TAWS Required By FAR)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	Modes 1 & 3 (Class B TAWS Required By FAR)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days	
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34	NAVIAGTION				
16-00	TAWS/GPWS (Continued)				
16-01	GPWS (FAR Required) (Continued)				
-02	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.
-03	Glideslope Deviation (Mode 5) (Class A TAWS Required By FAR)	C	2	1	
		B	2	0	
***	Modes 2, 4 & 5 (Class B TAWS Required By FAR)	C	3	0	
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callout is not required by FAR, and b) Alternate procedures are established and used.
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34	NAVIGATION				
16-00	TAWS/GPWS (Continued)				
16-01	GPWS (FAR Required) (Continued)				
-05 ***	Windshear Mode (Reactive) (Class A TAWS Required By FAR)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures.
	(Class A TAWS Required By FAR)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
	(Class B TAWS Required By FAR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
16-02	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.
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16-00 TAWS/GPWS (Continued)				
16-03 Terrain Display(s) (Class A TAWS Required By FAR)	C	2	1	
	B	-	0	
(Class B TAWS Required By FAR)	C	-	0	
16-04 Runway *** Awareness & Advisory System (RAAS)	C	1	0	
17-00 Standby Attitude Indicator	C	-	0	May be inoperative provided not required by AFM Limitation or 14 CFR instrument requirements.
	B	-	0	May be inoperative provided: a) Operations are conducted day VMC only, and b) Passenger carrying operations are not conducted into known or forecast over-the-top conditions.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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35	OXYGEN					
35-01 ***	Oxygen System (Except C-99)	C	-	-	As required by FAR.	

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36	PNEUMATIC				
36-01	Bleed Air Shutoff Instrument Air (C- 99 Only)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured in the OFF position, and b) Backup electric attitude and directional gyros are installed and operative.

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37 VACUUM/PRESSU
RE01-00 Pneumatic
Pressure Gauge
(Deice)

C

1

0

May be inoperative provided aircraft is
not operated in known or forecast icing
conditions.

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46	INFORMATION SYSTEMS				
01-00 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure 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: Any function, program or document which operates normally may be used.
01-01 ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
01-02 ***	Mounting Device (Class 2)	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.
01-03 ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
02-00 ***	XM Satellite Weather System	D	1	0	

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4. REMARKS AND EXCEPTIONS

52	DOORS				
01-00	Cabin Door Warning	C	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) Passengers remain seated with Seatbelts fastened for the entire flight.
02-00	Baggage Pod Door Warning Light	C	1	0	May be inoperative provided: a) All door latches are operative, and b) A flight crewmember confirms by visual inspection that the pod door is latched prior to each departure.
03-00	Cockpit Hatch Handle	B	1	0	May be inoperative provided: a) Hatch is not used and remains closed, b) A flight crewmember confirms that the hatch is latched and secure prior to each departure, and c) An aft Exit is accessible to the flight crew for normal and emergency use.

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
BEEHCRAFT MODEL 99 SERIES

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

61	PROPELLERS				
01-00	Propeller Synchronizer/ Synchrophaser System	C	1	0	
02-00	Reverse Not Ready/Do-Not-Reverse Light	C	1	0	(O)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
BEECHCRAFT MODEL 99 SERIES

REVISION NO: 8
DATE: 03/15/2011

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73	ENGINE FUEL AND CONTROL				
01-00	Fuel Flow Indicators	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative and monitored.
02-00 ***	Fuel Totalizer	C	-	-	

AIRCRAFT:
BEECHCRAFT MODEL 99 SERIES

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77-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE
INDICATING

01-00 Tachometer
Indicators
(Propeller RPM)

DELETED, REVISION 3.

FEDERAL AVIATION ADMINISTRATION

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

79	ENGINE OIL	B	2	1	One may be inoperative.
01-00	Oil Low Pressure Warning Lights (Except C-99)				

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

82	WATER INJECTION					
01-00	Water Injection System	C	1	0	May be inoperative provided takeoff weight restrictions and takeoff charts in the AFM for operation without Water Injection are used.	