U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 5b Date: 11/15/2017

Textron Aviation, Inc. BE-1900D

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 5b PAGE Textron Aviation Model BE-1900D DATE: 11/15/2017

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HIGHLIGHTS OF CHANGE				

The following changes are the Highlights of Changes for ${\bf Revision}~{\bf 5b}.$

ATA NO.	EXPLANATION OF CHANGE
ALL	Revised all pages to reflect the change of Type Certificate holder from
	Hawker-Beechcraft to Textron Aviation as listed in TCDS A24CE. Updated document into the 508-compliant template. Pages revised for the name change and
	508 compliance will not be marked with a revision date or change bars.
	Removed all references to "day" or "daylight" and rewrote limitation using "night". Intent remains the same. Changed references from FAR to 14 CFR where appropriate. Pages revised only for the amendments are not marked with new revision date.
	Clarified all references of "calendar days" to "consecutive calendar days" to comply with PL-25. Intent is unchanged. Pages revised only for the clarification are not marked with new revision date.
21-03-02	Removed requirement to mask illuminated annunciator.
21-04	Removed requirement to mask illuminated annunciator.
21-05	Removed requirement to mask illuminated annunciator and added procedure to follow altitude restrictions.
23-13	Added procedures for item installed per STC SA02309SE.
23-14-02	Added procedure for item installed per STC SA02309SE.
25-02	Amended procedure from "secure" to "deactivate".
31-11	Amended (O) procedure to ensure alternate means of tracking aircraft time.
ATA 21	Air Conditioning
-17	Removed (O) procedure and tied relief to pressurization system.
ATA 22	Autoflight
-01	Added remark to reference (M) procedure as per PL-031.
-02	Added remarks in sub-items to reference (O) & (M) procedures as per PL-031.

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HIGHLIGHTS OF CHANGE

HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
ATA 23	Communications		
-09	Added remark to reference (O) procedure as per PL-031.		
-12	Revised per PL-106.		
-13	Added relief for item installed per STC SA02309SE.		
-14	Added relief for item and sub-items installed per STC SA02309SE.		
-15	Added relief for item installed per STC SA02309SE.		
ATA 24	Electrical Power		
-04-01	Added Inverter relief with STC SA02309SE.		
-06	Added remark to reference (M) procedure as per PL-031.		
-07	Added remark to reference (O) procedure as per PL-031.		
ATA 25	Equipment/Furnishings		
-01	Changed repair category from "C" to "D" and revised sub items as per PL-079		
-02	Revised per PL-120		
-13	Added remark to reference (O) procedure as per PL-031 and inserted relief exception for STC SA02309SE.		
-18	Added "occupied" per PL-089.		
-20	Revised per PL-104 as applicable to the BE-1900.		
ATA 26	Fire Protection		
-04	Revised per PL-024 as applicable to the BE-1900.		
ATA 28	Fuel		
-07	Revised to prohibit relief for polar operations as per PL-040.		
ATA 30	Ice and Rain Protection		
-01-02	Revised proviso.		
ATA 31	Indicating/Recording Systems		
-02	Added remark to reference (O) procedure as per PL-031.		
-03-01	Revised per PL-089.		

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HI	GHLIGHTS OF CHANGE	

HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
-09	Inserted relief exception for STC SA02309SE.		
-11	Added remarks to reference (M)&(O) procedures as per PL-031.		
-12	Added relief for item installed per STC SA02309SE.		
ATA 32	Landing Gear		
-05	Added remark to reference (M)&(O) procedures as per PL-031.		
-07	Added remark to reference (O) procedure as per PL-031.		
ATA 33	Lights		
-02	Added Note per PL-077.		
-02-01	Inserted relief exception for STC SA02309SE.		
-02-04	Inserted relief exception for STC SA02309SE.		
-06	Amended relief to require at least one anti-collision light system to be operational during all operations.		
-07	Amended relief to require at least one anti-collision light system to be operational during all operations.		
-12	Revised per PL-072.		
ATA 34	Navigation		
-02-02	Inserted relief exception for STC SA02309SE.		
-03	Inserted relief exception for STC SA02309SE.		
-05	Inserted relief exception for STC SA02309SE.		
-06-02	Revised per PL-076.		
-12-01	Added remark to reference (O) procedure as per PL-031.		
-13	Revised per PL-039.		
-14	Inserted relief exception for STC SA02309SE.		
-15	Revised per PL-032.		
-17	Inserted relief exception for STC SA02309SE.		
-21	Inserted relief exception for STC SA02309SE.		

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	HI	GHLIGHTS OF CHANGE	
ATA NO.		EXPLANATION OF CH	IANGE
-24	Revised per PL-098.		
-25-04	Revised per PL-105.		
-26	Added relief for item in	stalled per STC SA02309SE	
		•	
-27	Added relief for item installed per STC SA02309SE.		
ATA 35	Oxygen		
-04	Revised per PL-043.		
ATA 52	Doors		
71171 02	200.0		
-04	Added remark to refere	ence (O) procedure as per P	L-031.
ATA 56	Windows		
-01	Dolotod rollof per DL 1	24	
-01	Deleted relief per PL-1	∠4 .	
ATA 77	Engine Indicating		
-01	Inserted relief exception	n for STC SA02309SE.	

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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 references are listed in Appendix A of PL-25. It is the responsibility of the operator to determine which 14 CFRs are appropriate for their operation.

•	PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

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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:

SEQUENCE NO.	PROCEDURE	
21-03-01	(O) Procedure to verify environmental and instrument air valves are closed prior to each flight.	
21-03-02	(O) Procedure to verify environmental and instrument air valves are closed prior to each flight.	
21-04	(O) Procedure to verify appropriate environmental bleed air valve is closed prior to each flight.	
21-05	(O) Procedure for crew to follow altitude restrictions.	
21-08	(M) Procedure for removing or securing outflow/safety valve in the open position.	
21-09	(M) Procedure for removing or securing outflow/safety valve in the open position.	
21-09-01	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.	
21-09-02	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.	
21-09-03	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.	
21-09-04	(O) Procedure to ensure first flight is planned assuming aircraft will not pressurize. If aircraft pressurizes normally, appropriate adjustments can be made to the flight plan. Coordination with dispatch, if applicable, should be accomplished.	
	Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.	
21-14	(O) Procedure to verify affected environmental bleed air valve(s) is/are closed prior to each flight.	
22-01	(M) Procedure to disable the autopilot and determine that the servos do not cause binding of the control cables.	

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GUIDELINES FOR (M) AND (O) PROCEDURES				
SEQUENCE NO.	PROCEDURE			
22-02	(O) Procedure to disable Rudder Boost function.(M)Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables.Acceptable procedure: Move rudder pedals through full travel to ensure no restrictions and pull and band "servo" circuit breaker.			
22-02-01	(O) Procedure to d	isable the rudder boost funct	tion.	
22-02-02	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.			
22-02-03	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.			
22-02-04	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.			
23-01	(O) Procedure to specify how passengers are to be briefed and to operate within the MMEL restrictions.			
23-09	(O) Procedure to establish and use alternate communication procedures.			
23-12	(O) Procedure to ensure remaining Long Range Communications System(s) operate normally.			
23-13	(M) Procedure to d Comm 1 Tuning Fu		FREQ switch, rendering normal	
	(O) Procedure to u	se alternate means of tuning	g emergency frequency.	
23-14-02	(O) Procedure to e	stablish and use alternate pr	ocedures	
24-03	(O) Procedure to ensure that the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.			
24-06	(M) Procedure to ensure ground power relay is open.			
24-07	(O) Procedure to ensure connection and disconnection of power cart is verified.			
24-09	(O) Procedure to verify generator bus tie relay is closed.			
25-01-02	(O) Procedure to ensure crew awareness of inoperative restraining bar.			
25-02	(M) Procedure to d	eactivate the ELT to preclud	e false operation.	

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	GUIDELINES FOR (M) AND (O) PROCEDURES
SEQUENCE NO.	PROCEDURE
25-10	(M) Procedure to ensure seat is locked in the appropriate position.
25-13	(O) Procedure to ensure crew awareness of specific airspeed information.
25-14	(M) Procedure to lock the rudder pedals in a position that allows full rudder pedal movement.
25-17	(O) Procedure to ensure sufficient waste receptacles are available for the intended flight.
	(M) Procedure to secure access to the affected waste receptacle.
25-20	(M) Procedure to secure the compartment/closet in closed position.
25-21	(M) Procedure to ensure that cargo is not secured by an inoperative cargo restraint system.
26-03	(O) Procedure to ensure waste receptacle is empty and lavatory is used by crewmembers only.
	(M) Procedure to lock and placard Lavatory Door.
26-04	(O) Procedure to ensure waste receptacle is empty and Lavatory is used by crewmembers only.
	(M) Procedure to lock and placard Lavatory Door.
27-02	(O) Procedure to verify the flaps are secure and in the UP position, the circuit breaker is pulled and a placard is installed which states the following:
	"DO NOT SILENCE THE LANDING GEAR WARNING HORN". The placard should be installed near the landing gear warning horn silence button.
27-04	(O) Procedure to ensure there is no binding of the trim cables prior to each flight.
	Acceptable procedure: Manually operate trim full travel and visually observe to verify full travel.
28-01	(O) Operations procedure to ensure Standby Electric Boost Pump is operative and Fuel Low Pressure light is operative and extinguished
	(M) Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power.

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SEQUENCE NO. 28-05-01 (O) Pr to it. Proce consider	rocedure to ensure ice vanes are in the extended position.
28-05-01 (O) Pr to it. Proce consider to it. O) Pr Acceptation (O) Pr motor (O) Pr (M) Presider (N) Presid	edure to ensure auxiliary fuel is balanced prior to each flight and is dered unusable for flight planning purposes. rocedure to ensure fuel balance is maintained within AFM limits. ptable procedure: Fill fuel tanks and calculate fuel burn from full tanks. rocedure to determine inoperative motor does not affect other actuator for the control of th
28-07 (O) Pr Accep 30-02 (O) Pr motor (O) Pr (M) Pr	edure to ensure auxiliary fuel is balanced prior to each flight and is dered unusable for flight planning purposes. rocedure to ensure fuel balance is maintained within AFM limits. ptable procedure: Fill fuel tanks and calculate fuel burn from full tanks. rocedure to determine inoperative motor does not affect other actuator r. rocedure to ensure ice vanes are in the extended position.
30-02 (O) Pr motor (O) Pr (M) Pr 30-04-01 (O) Pr	rocedure to determine inoperative motor does not affect other actuator r. rocedure to ensure ice vanes are in the extended position.
30-02 (O) Pr motor (O) Pr (M) Pr 30-04-01 (O) Pr	rocedure to determine inoperative motor does not affect other actuator r. rocedure to ensure ice vanes are in the extended position.
30-02 (O) Pr motor (O) Pr (M) Pr 30-04-01 (O) Pr	rocedure to determine inoperative motor does not affect other actuator r. rocedure to ensure ice vanes are in the extended position. rocedure to secure vanes in the extended position.
(O) Pr (M) Pr 30-04-01 (O) Pr	rocedure to ensure ice vanes are in the extended position.
(M) Pi	rocedure to secure vanes in the extended position.
30-04-01 (O) Pr	
to eac	rocedure for flight crewmember to verify operation of Inertial Ice Vane prior ch departure.
(M) Pı	rocedure to secure vanes in the extended position.
30-04-02 (M) Pi	rocedure to secure vanes in the extended position.
	rocedure to ensure affected windshield has an effective hydrophobic ng each flight day of operation without operative Windshield Wipers.
30-12 (M) Pi break	rocedure to secure shutoff valves in the closed position and secure circuit cer.
31-02 (O) Pr	rocedure for recording aircraft time for maintenance purposes.
31-05 (O) Pr	rocedure to check operation of individual circuits.
31-11 (M) Pı	rocedure to pull and collar CB in the open position.
(O) Pr	rocedure to ensure alternate means of tracking aircraft time.
	rocedure to ensure crew and dispatcher awareness for compliance with L restrictions and AFM procedures.
(M) Pi break	rocedure to ensure nose wheel is in the free caster mode and secure circuit ter.
` '	rocedure to ensure crew and dispatcher awareness for compliance with L restrictions and AFM procedures.

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	GUIDELINES FOR (M) AND (O) PROCEDURES
SEQUENCE NO.	PROCEDURE
32-01-02	(O) Procedure to ensure crew awareness that nose steering is in the free caster mode and for compliance with MMEL restrictions and AFM procedures.
	(M) Procedure to ensure nose wheel is in the free caster mode and secure circuit breaker.
32-04	(O) Procedure to ensure crew awareness of change in nose wheel steering and for compliance with MMEL restrictions.
	(M) Procedure to disconnect and secure actuator.
32-05	(M) Maintenance procedure to check hydraulic fluid level at the time of discovery and prior to the first flight of the day.
	(O) Procedure to check for hydraulic leaks prior to and after each flight.
32-07	(O) Procedures to secure aircraft during ground emergencies and prior to releasing toe brakes during normal operations.
32-08	(O) Procedure to ensure crew awareness of the requirement to manually move the down lock latch.
33-02-03	(O) Procedure to verify switch function is operative.
34-03	(O) Procedure to ensure crew awareness of the need to regularly check/reset directional gyro.
	NOTE: Do NOT select the Heading input (with the HD Reversionary Switch) of the affected Flightdeck Heading Indicator to a single, common gyro heading source. This is NOT permitted because it reduces the heading source redundancy.
34-06-02	(O) Establish alternate procedures.
34-12-01	(O) Procedure to ensure crew awareness of inoperative G0-AROUND mode.
34-15	(M) Procedure to deactivate and secure the system.
34-16	(M) Procedure to deactivate and secure the system.
34-16-02	(O) Procedure to ensure TA ONLY mode is selected, all TA functions/elements are operative, and ensure non-flying pilot monitors pilot display.
34-16-03	(O) Procedure to ensure all RA display/functions are operative.
34-19-01	(O) Procedure to ensure crew awareness of inoperative GPWS and alternate methods for ground proximity awareness.
34-19-01-a	(O) Procedure for crew awareness of inoperative mode(s) and alternate methods of operating without the inoperative mode(s).

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	GUIDELINES FOR (M) AND (O) PROCEDURES
SEQUENCE NO.	PROCEDURE
34-19-01-d	(O) Procedure to establish alternate methods of operating without advisory callouts.
34-19-01-e	(O) Procedure to establish alternate method of operating without the windshear mode.
34-19-02	(O) Procedure for crew awareness of inoperative FLTA / PDA and alternate method for terrain awareness.
34-19c	(O) Procedure to verify Test Mode is functional with crew awareness of which modes are operative / inoperative. Establish alternate methods to operate without affected modes. (e.g., TAWS, GPWS modes, Windshear, FLTA/PDA, as applicable)
34-21	(O) Procedure to establish alternate method of operating without the Multifunction Display (MFD).
34-26	(O) Procedure to obtain weather via other methods.
35-02	(M) Procedure to use the oxygen pressure gauge in the cockpit during servicing.
35-03	(M) Procedure to prohibit oxygen flow from affected outlet.
37-01	(O) Procedure to insure Left and Right Instrument Air Sources are operative prior to each departure.
37-02	(O) Procedure to verify inoperative valve is in the closed position.
37-03	(O) Procedure to ensure L&R Instrument Air Sources are operative and all provisos are complied with prior to each flight.
	(O) Procedure to ensure L&R Instrument Air Sources are operative and all provisos are complies with prior to each flight.
38-01	(M) Procedure to deactivate the affected components and ensure there are no leaks.
	(M) Procedure to drain and ensure the system is not serviced.
38-02	(M) Procedure to deactivate the affected components and ensure there are no leaks.
	(M) Procedure to deactivate the associated components to prevent leaks and to placard the Lavatory Door.
52-04	(O) Procedure to manually lower the Main Cabin Door in such a manner as to prevent personal injury and aircraft damage.
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GUIDELINES FOR (M) AND (O) PROCEDURES									
SEQUENCE NO.		PROCEDURE							
52-06	(M) Procedure to re	(M) Procedure to remove Cargo Door Snubber and Placard Cargo Door near the							
	handle to warn gro	handle to warn ground personnel that the CDS is inoperative.							
	g i								
73-01	(O) Procedure to d broken fuel line.	etermine inoperative condition	on is not caused by a leak or						

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					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
21. AIR CON	IDITIONING	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
-01	Air Cycle Air	С	1	0	May be inoperative for unpressurized	Dai
	Conditioning System		•	J	flight provided the Environmental Bleed Air Valves are closed	
-02	Vapor Cycle Air Conditioning system	С	1	0		
-03	L or R BL AIR FAIL Annunciator System					
-01	Annunciator fails to illuminate	В	2	1	 (O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are verified closed before each flight, and b) Aircraft is not operated in known or forecast icing conditions. 	
-02	Annunciator remains illuminated	В	2	1	 (O) One may be illuminated provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions. 	
-04	L or R ENVIR FAIL Annunciator Systems	С	2	1	(O) One may be inoperative provided Environmental Bleed Air Valve on inoperative side is closed.	

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		_			E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1	_	NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
-05	CABIN ALT HI Annunciator System	С	1	0	(O) May be inoperative for pressurized flight: a) At or below 10,000 feet MSL, and b) Above 10,000 feet MSL up to and including 12,000 feet MSL for not more than 30 minutes.	
		С	1	0	May be inoperative for unpressurized flight in accordance with 14 CFR	I
-06	Cabin Rate of Climb Indicator	С	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
-07	Differential Pressure/Cabin Altitude Indicator	С	1	0	May be inoperative for unpressurized flight provided the dump valve is in the OPEN position.	
-08	Outflow/Safety Valves	С	2	0	(M) May be inoperative for unpressurized flight provided one valve is removed or secured in the OPEN position.	

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					E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				'
Sequence No.	Item	1	2	3	4 Chang Bar
-09	Pressurization System	С	1	0	(M) May be inoperative provided one Outflow/Safety Valve is removed or secured in the OPEN position.
-01	Maximum Pressure Differential Function	С	1	0	(O) May be inoperative, resulting in failure to achieve maximum pressure differential, provided: a) Available stabilized maximum differential must be known and considered for dispatch flight planning, and b) Cabin Altitude does not exceed 9,500 feet.
		С	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL NOTE: Any available pressurization capability may be used provided system limits are not exceeded.
-02	Cabin Pressure Control Function	С	1	0	(O) May be inoperative, resulting in failure to pressurize at selected altitude, provided system can maintain cabin altitude at or below 9,500 feet. NOTE: Any available pressurization capability may be used provided system limits are not exceeded.
					(Continued)

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	V		MA OTED MINIMUM EQUIDMENT	IOT
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT L	151
AIRCRAFT:	viation Model BE-1900D				O. 5b PAGE NO. 1/15/2017 21-4	
10/11/1		ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	NDITIONING				14. NEIWWING ON EXCENTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
-09	Pressurization System (Cont'd)					
-03	Cabin Rate Control Function	С	1	0	 (O) May be inoperative, resulting in fluctuations of rate indicator, provided: a) System can maintain cabin altitude at or below 9,500 feet, and b) Fluctuation cannot cause cabin pressure to exceed maximum differential. 	
					NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	
-04	Cabin Pressure TEST Function	С	1	0	(O) May be inoperative provided system can maintain cabin altitude at or below 9,500 feet.	
					NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	
-10	Environmental Temperature Control	С	1	0	May be inoperative for unpressurized flight provided the Environmental Bleed Air Valves are closed.	
-01	Automatic Function	С	1	0	May be inoperative provided the Manual Function is operative.	
-02	Manual Function	С	1	0	May be inoperative provided the Automatic Function is operative.	

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>)N N	O. 5b PAGE NO.	
	viation Model BE-1900D	11			1/15/2017 21-5	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. r	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING	<u> </u>			4. KEMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Char
-12	Vent Blowers	С	2	0		
-13	Cabin Temperature Gauge	С	1	0		
-14	Environmental Bleed Air Systems	С	2	1	 (O) One may be inoperative provided: a) Environmental Bleed Air Valve on inoperative side is closed, and b) ENVIR FAIL Annunciator is operative on operative Environmental Bleed Air System 	
		С	2	0	(O) May be inoperative for unpressurized flight provided all Environmental Bleed Air Valves are closed.	
-16	L or R ENVIR OFF Annunciator Systems	С	2	1	One may be inoperative	
-17	CAB DIFF HI Annunciator System	С	1	0	May be inoperative provided Pressurization System is considered inoperative	

AIRCRAFT: Textron Aviation Model BE-1900D REVISION NO. 5b DATE: 11/15/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Sequence No. Item 1 2 3 4 -01 Autopilot System -01 Autopilot Disconnect Functions (Quick Release Controls) B 2 0 May be inoperative provided autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot is not used. -02 Yaw Damper/Rudder Boost System -03 Rudder Boost Function Only -04 Single YAW DAMP Computer REVISION NO. 5b DATE: 11/15/2017 22-1 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 2. NUMBER INSTALLED 4. REMARKS OR EXCEPTIONS 2. NUMBER INSTALLED 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 5. NUMBER REQUIRED FOR DISPATC	VIATION ADMINISTRATIO		/ כור	וא ואכ	O 5h DAGE NO	
SYSTEM & SEQUENCE NO. ITEM I	viation Model BE-1900D	INE '				
22. AUTOFLIGHT equence No. Item 1 2 3 4 -01		ММІ	EL T	ABL	E KEY	
EQUENCE NO. ITEM 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. AUTOFLIGHT Equence No. Item 1 2 3 4 101 Autopilot System C - 0 (M) May be inoperative provided autopilot is disabled and operations do not require its use. -01 Autopilot Disconnect Functions (Quick Release Controls) B 2 0 May be inoperative provided autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot B 2 0 May be inoperative provided autopilot is not used. -02 Yaw Damper/Rudder Boost System C 1 0 (O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled. -03 LEFT/RIGHT YAW DAMP C 2 1 One may be inoperative provided the provided the operative provided the provided the provided the provided the yaw Damper is disabled.		1. F				
22. AUTOFLIGHT equence No. Item	ITEM		2. 1			
equence No. Item				3. N		
Autopilot System C - 0 (M) May be inoperative provided autopilot is disabled and operations do not require its use. One may be inoperative provided: a) Autopilot Disconnect Functions (Quick Release Controls) B 2 0 May be inoperative provided autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot B 2 0 May be inoperative provided autopilot is not used. Olimitation of the autopilot of the autopilot is not used. C 1 0 (O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled. C 1 0 (O) May be inoperative provided the Rudder Boost Function is disabled C 1 0 (M) May be inoperative provided the Rudder Boost Function is disabled C 1 0 (M) May be inoperative provided the Yaw Damper is disabled C 2 1 One may be inoperative provided the Yaw Damper is disabled C 2 0 (M) May be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the Yaw Damper is disabled C 3 Single YAW DAMP C 1 0 (M) May be inoperative provided the Yaw Damper is disabled	IGHT	1			4. REMARKS OR EXCEPTIONS	
autopilot is disabled and operations do not require its use. One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot B 2 0 May be inoperative provided autopilot is not used. O2 Yaw Damper/Rudder Boost System C 1 0 (O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled. O3 Rudder Boost Function Only C 1 0 (O) May be inoperative provided the Rudder Boost Function is disabled O6 (M) May be inoperative provided the Yaw Damper is disabled O8 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled		1	2	3	4	Char
autopilot is disabled and operations do not require its use. One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot B 2 0 May be inoperative provided autopilot is not used. O2 Yaw Damper/Rudder Boost System C 1 0 (O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled. O3 Rudder Boost Function Only C 1 0 (O) May be inoperative provided the Rudder Boost Function is disabled O6 (M) May be inoperative provided the Yaw Damper is disabled O8 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled O9 (M) May be inoperative provided the Yaw Damper is disabled	Autopilot System	С	-	0	(M) May be inoperative provided	1
Functions (Quick Release Controls) B 2 0 May be inoperative provided autopilot is not used. O2 Yaw Damper/Rudder Boost System C 1 0 (O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled. O3 Rudder Boost Function Only C 1 0 (M) May be inoperative provided the Rudder Boost Function is disabled O4 Single YAW DAMP C 1 0 (M) May be inoperative provided the Paw Damper is disabled (M) May be inoperative provided the Paw Damper is disabled (M) May be inoperative provided the Operative Computer is selected. (M) May be inoperative provided the Operative Computer is selected. (M) May be inoperative provided the Paw Damper is disabled (M) May be inoperative provided the Operative Computer is selected. (M) May be inoperative provided the Paw Damper is disabled	, tatopilot Gyotom				autopilot is disabled and operations do	į
Page 14 Page 15 Page 16 Pag	Functions (Quick	С	2	1	a) Autopilot is not used below1,500 feet AGL, andb) Approach minimums do not	
Boost System C 1 0 (O) May be inoperative provided the Rudder Boost Function is disabled Tyaw Damper Function Only C 1 0 (M) May be inoperative provided the Yaw Damper is disabled C 2 1 One may be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the Yaw Damper is disabled C 1 0 (M) May be inoperative provided the Yaw Damper is disabled		В	2	0		
Only -02 Yaw Damper Function Only -03 LEFT/RIGHT YAW DAMP C 2 1 One may be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the Yaw Damper is disabled -04 Single YAW DAMP C 1 0 (M) May be inoperative provided the Yaw Damper is disabled	•	С	1	0	Damper and Rudder Boost systems are	
Only -03 LEFT/RIGHT YAW DAMP Computers C 2 1 One may be inoperative provided the operative computer is selected. C 2 0 (M) May be inoperative provided the Yaw Damper is disabled -04 Single YAW DAMP C 1 0 (M) May be inoperative provided the		С	1	0		
DAMP Computers C 2 0 (M) May be inoperative provided the Yaw Damper is disabled O (M) May be inoperative provided the Yaw Damper is disabled O (M) May be inoperative provided the		С	1	0		
-04 Single YAW DAMP C 1 0 (M) May be inoperative provided the		С	2	1		
		С	2	0		
	•	С	1	0	, ` , ,	
		ITEM Item Autopilot System Autopilot Disconnect Functions (Quick Release Controls) Yaw Damper/Rudder Boost System Rudder Boost Function Only Yaw Damper Function Only LEFT/RIGHT YAW DAMP Computers	ITEM ITEM	ITEM	ITEM	ITEM

AIRCRAFT:	VIATION ADMINISTRATIO			_	O. 5b PAGE NO.	
l extron Av	viation Model BE-1900D				1/15/2017 23-1	
SYSTEM &					E KEY CATEGORY	
SEQUENCE NO.	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
23. COMMUI	NICATIONS	•				
Sequence No.	Item	1	2	3	4	Change Bar
-01 ***	Passenger Address System					
-01	Passenger Carrying Operations	С	1	-	 (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates 	I
••	011 0 11				normally may be used.	
-02	Other Operations	D	1	0	May be inoperative unless procedures require its use.	
-02 ***	Recorded Passenger Briefing Unit	D	-	0		
-03	Static Discharge Wicks	С	-	17	Any combination of wicks may be missing or broken except: a) Four on each wing (includes aileron and winglet), b) Three on each side of horizontal stabilizer (includes tailet), c) One on horizontal stabilizer aft bullet, and d) One on each ventral fin.	
-04	Communications Equipment (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and is not required for Emergency Procedures.	

II S DEDAD	TTMENT OF TRANSPORTA	\TIOI	NI				
			N N		MASTER MINIMUM EQUIPMENT	LIST	
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		// С /) N N	O. 5b PAGE NO.		
	viation Model BE-1900D	KE	REVISION NO. 5b PAGE NO. 23-2				
		ММ	EL T	ABL	E KEY		
SYSTEM &		_	REP/	AIR (CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
-05	Flight Deck Speakers	С	2	1	One may be inoperative		
		С	2	0	May be inoperative provided an operative headset is used by each flight crewmember.		
-06 ***	Cockpit Voice Recorder (CVR)						
-01	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.		
	***Independent Power Source	С	1	0			
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.		
	***Independent Power Source	С	1	0			
-03	Installed for an 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.	I	
	***Independent Power Source	С	1	0			

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 5b PAGE NO.									
: Aviation Model BE-1900D	REVISION NO. 5b								
	MMEL TABLE KEY								
	_								
		2.1		BER INSTALLED					
			3.1	NUMBER REQUIRED FOR DISPATCH					
23. COMMUNICATIONS									
Item	1	2	3	4 Char					
GND COMM PWR System	D	1	0						
Crew Intercom System	В	1	0	May be inoperative for operations not using or requiring a second-in-command.					
Selective Call Systems (SELCAL)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.					
	D	-	0	May be inoperative provided procedures do not require its use.					
Push to Talk Switch (Radio)									
Aircraft equipped with separate hand held microphone plug-in (Second-in-command required)	С	2	1	One may be inoperative provided hand microphone on affected side is operative.					
Aircraft equipped with separate hand held microphone plug-in (Second-in-command not required)	С	2	1	Right side may be inoperative					
Observer's Headset Audio Jack	С	-	0	May be inoperative provided an alternate audio source is available.					
	Item GND COMM PWR System Crew Intercom System Selective Call Systems (SELCAL) Push to Talk Switch (Radio) Aircraft equipped with separate hand held microphone plug-in (Second-in-command required) Aircraft equipped with separate hand held microphone plug-in (Second-in-command required) Aircraft equipped with separate hand held microphone plug-in (Second-in-command not required) Observer's Headset	ITEM ITEM ITEM ITEM Item GND COMM PWR System Crew Intercom System Selective Call Systems (SELCAL) D Push to Talk Switch (Radio) Aircraft equipped with separate hand held microphone plug-in (Second-in-command required) Aircraft equipped with separate hand held microphone plug-in (Second-in-command required) Aircraft equipped with separate hand held microphone plug-in (Second-in-command not required) Observer's Headset C	ITEM ITEM	ITEM ITEM					

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI					
U.S. DEPAR	TIVIENT OF TRANSPORTA	NI IUI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO		// 01/		10.51			
AIRCRAFT: Textron A	viation Model BE-1900D	REVISION NO. 5b PAGE NO. DATE: 11/15/2017 23-4						
		MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				ა. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
23. COMMUI	NICATIONS				I I I Zama i i i i i i i i i i i i i i i i i i			
Sequence No.	Item	1	2	3	4 Change Bar			
-12 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
	Communication System				14 CFR may be moperative.			
		С	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.			
-13	EMER FREQ Switch (G950 avionics with STC SA02309SE Only)	D	1	0	(M)(O) May be inoperative provided EMER FREQ Switch is removed or disabled and alternate procedures are used to tune 121.5.			
-14	Audio Panel (G950 avionics with STC SA02309SE Only)							
-01	INTR COM Button	В	2	0	May be inoperative for operations not using or requiring a second-in-command.			
					(Continued)			
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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIC	_	VISIO	ON N	O. 5b PAGE NO.				
	viation Model BE-1900D				1/15/2017 23-5				
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. REPAIR CATEGORY							
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4	Change			
-14	Audio Panel (Cont'd)								
	(G950 avionics with STC SA02309SE Only)								
-02	PA Button					1			
	Passenger Carrying Operations	D	2	1	May be inoperative on the copilot side for single-pilot operations.				
		С	2	-	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.				
					NOTE: Any station that operates normally may be used.	 			
	Other Operations	D	2	0	May be inoperative unless procedures require its use.				
-03	CABIN Button	D	2	0		1			
-04	PLAY Button	D	2	0		- 1			
-15 ***	Iridium Satellite Telephone System (G950 Avionics with STC SA02309SE Only)	D	1	0					

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b PAGE NO.				
l extron A	viation Model BE-1900D		DATE: 11/15/2017 24-1						
					E KEY Category				
SYSTEM & SEQUENCE NO.	ITEM	1.1		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
	ICAL POWER	1 4				Chan			
Sequence No.	Item	1	2	3	4	Bar			
-02	L or R DC GEN Annunciator System	В	2	1	One may be inoperative provided: a) Both DC LOAD meters are operative, b) Both Generator Bus Ties are operative, and c) Both L and R GEN TIE OPEN Annunciator Systems are operative.				
-03	DC LOAD Meters	В	2	1	 (O) One may be inoperative provided: a) Electrical load is maintained within the capacity of one generator at all times. b) Both L and R DC GEN Annunciator Systems are operative and c) Aircraft is not operated in known or forecast icing conditions. 				
-04	Inverters	В	2	1	One may be inoperative for VFR, not at night, provided: a) No passengers are carried, and b) Both L and R AC Bus Annunciator Systems are operative.				
-01	Inverters with G950 Avionics with STC SA02309SE Only	В	2	1	One may be inoperative	 			
		A	-	0	May be inoperative provided Yaw Damper, Autopilot, Flight Director, and Flight Data Recorder (FDR) are considered inoperative and repairs are made within three flight days.				

MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
viation Model BE-1900D								
	1. [
ITEM								
				4. REMARKS OR EXCEPTIONS				
24. ELECTRICAL POWER Sequence No. Item 1 2 3 4 Change Bar								
Item	1	2	3	4	Change Bar			
L or R AC BUS Annunciator System	В	2	0	May be inoperative provided: a) Both Inverters are operative, and b) AC VOLT/FREQ Meter is operative.				
External Power System	С	1	0	(M) May be inoperative provided ground power relay is verified open.	 			
EXTERNAL POWER Annunciator System	С	1	0	(O) May be inoperative provided procedures are established and used to verify connect/disconnect of the power cart.	 			
Generator Bus Tie	В	2	1	One may be inoperative for VMC, not at night, provided both DC GEN Annunciators are operative.				
L or R GEN TIE OPEN Annunciator Systems	В	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 operative. 				
AC VOLT/FREQ Meter Frequency select button	С	1	0	May be missing or broken provided frequency information can be obtained from the Meter.				
	ITEM ICAL POWER Item L or R AC BUS Annunciator System External Power System EXTERNAL POWER Annunciator System Generator Bus Tie L or R GEN TIE OPEN Annunciator Systems	ITEM ITEM ICAL POWER Item L or R AC BUS Annunciator System External Power System C EXTERNAL POWER Annunciator System Generator Bus Tie B L or R GEN TIE OPEN Annunciator Systems C	ITEM ITEM	REVISION N DATE: 1	REVISION NO. 5b DATE: 11/15/2017 24-2 MMEL TABLE KEY			

U.S. DEPAR	RTMENT OF TRANSPORT	TATIO	V		MASTER MINIMUM EQUIPME	NT LIST			
FEDERAL A	VIATION ADMINISTRATION	ON							
AIRCRAFT: Textron Av	RE\	REVISION NO. 5b PAGE NO. 25-1							
		ММІ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR C	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATC 4. REMARKS OR EXCEPTIONS	Н			
25. EQUIPM	ENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4	Change Bar			
-01	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) is blocked ar placarded "DO NOT OCCUP" NOTE 1: A seat with an inoperative sell is considered to be inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats.	nd Y". seat			
-01	Recline Mechanism	D	-	-	May be inoperative and seat occupie provided seat is secure in the upright position.				
		D	-	-	May be inoperative and seat occupie provided seat back is immovable in the full upright position.				
-02	Underseat Baggage Restraining Bars	C	-	-	 (O) May be inoperative provided: 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 crew of inoperative restraining bar. 	ng			
					(Continued)				

AIRCRAFT:		REVISION NO. 5b PAGE NO.							
Textron A	viation Model BE-1900D	DATE: 11/15/2017 25-2							
		_	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4	Cha Ba			
-01	Passenger Seat(s) (Cont'd)								
-03	Armrest	С	-	-	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 secure in the upright position.				
-04	Forward Observer Seat	С	-	0	May be inoperative provided: a) Another forward passenger seat is made available to the Administrator for the performance of official duties, and b) An audio source is available.				
-02 ***	Emergency Locator Transmitter (ELT) System								
	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.				
	Fixed ELTs	A	-	0	(M) May be inoperative provided:a) System is deactivated, andb) Repairs are made within90 consecutive calendar days.	 			
		A	-	0	May be missing provided repairs are made within 90 consecutive calendar days.				
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	 			
		D	-	-	Any in excess of those required by 14 CFR may be missing.				

AIRCRAFT: Textron Aviation Model BE-1900D MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS	FEDERAL AVIATION ADMINISTRATION									
SYSTEM & SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. Item			RE							
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 26. A REMARKS OR EXCEPTIONS 27. A REMARKS OR EXCEPTIONS 28. Number Required, amaged 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. NOTE: Exterior lavatory door ash trays are not considered NEF items. -05. Emergency Medical Equipment D Any in excess of those required by 14 CFR may be incomplete or missing provided required distribution is maintained. -06. Flotation Devices D Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. -07. Flashlight/Flashlight Assembly -08. Cockpit Overhead Crew Assist Straps -09. Cockpit Sun Visors C. 2. 0. May be inoperative or missing provided there are no visual restrictions to the	Textron Av	viation Model BE-1900D		DAT	E: 1	1/15/2017 25-3				
SYSTEM & SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item			_							
SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item	SYSTEM &		1. F	$\overline{}$						
25. EQUIPMENT/FURNISHINGS Sequence No. Item		ITEM		2. ľ						
Sequence No. Item	NO.				3. ľ					
Non-Essential Equipment & Furnishings (NEF)	25 FOLIIPM	ENT/FURNISHINGS	<u> </u>			4. REMARKS OR EXCEPTIONS				
-04 *** Non-Essential Equipment & Furnishings (NEF) - 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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items. -05 Emergency Medical Equipment D - Any in excess of those required by 14 CFR may be incomplete or missing provided required distribution is maintained. -06 Flotation Devices D - Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. -07 Flashlight/Flashlight Assembly -08 Cockpit Overhead Crew Assist Straps -09 Cockpit Sun Visors C 2 0 May be inoperative or missing provided there are no visual restrictions to the		T	1	2	3	4	Change			
Equipment & Furnishings (NEF) Equipment & Furnishings (NEF) Equipment & Furnishings (NEF) Equipment & Furnishings (NEF) Emergency Medical Equipment D - Any in excess of those required by 14 CFR may be incoperative or missing provided required distribution is maintained. Floation Devices D - Any in excess of those required by 14 CFR may be incoperative or missing provided required distribution is maintained. Floation Devices D - Any in excess of those required by 14 CFR may be incoperative or missing provided required distribution is maintained. Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. Any in excess of those required by 14 CFR may be inoperative or missing provided required by 14 CFR may be inoperative or missing provided required by 14 CFR may be inoperative or missing provided there are no visual restrictions to the			•				Bar			
Equipment 14 CFR may be incomplete or missing provided required distribution is maintained. 15 Plotation Devices 16 Plotation Devices 17 Plotation Devices 18 Plotation Devices 19 Provided required distribution is maintained. 19 Provided required distribution is maintained. 10 Provided required distribution is maintained. 10 Provided required distribution is maintained. 10 Provided required by 14 CFR may be inoperative or missing. 10 Provided required by 14 CFR may be inoperative or missing. 10 Provided required by 14 CFR may be inoperative or missing. 11 Provided required distribution is maintained. 12 Provided required by 14 CFR may be inoperative or missing. 13 Provided required by 14 CFR may be inoperative or missing. 14 CFR may be inoperative or missing. 15 Provided required by 15 Provided by 14 CFR may be inoperative or missing. 16 Provided required by 16 Provided by 17 Provided there are no visual restrictions to the provided required distribution is maintained.		Equipment &		-	-	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. NOTE: Exterior lavatory door ash trays				
-07 -08 -09 -09 -09 -09 -09 -09 -09 -07 -08 -09 -09 -09 -09 -09 -09 -09 -09 -09 -09	-05		D	-	-	14 CFR may be incomplete or missing provided required distribution is	I			
 Assembly Assembly	-06	Flotation Devices	D	-	-	14 CFR may be inoperative or missing provided required distribution is	1			
Assist Straps Cockpit Sun Visors C 2 0 May be inoperative or missing provided there are no visual restrictions to the			D	-	-		1			
there are no visual restrictions to the	-08		D	-	-	May be inoperative or missing.				
	-09	Cockpit Sun Visors	С	2	0	there are no visual restrictions to the				

U.S. DEPAR	RTMENT OF TRANSPORTA	TIOI	N					
			-		MASTER MINIMUM EQUIPMENT LIST	Т		
AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	ON N	IO. 5b PAGE NO.			
	viation Model BE-1900D	DATE: 11/15/2017 25-4						
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				0	4. REMARKS OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4 Chai			
-10	Crew Seat Adjustments	Α	-	0	 (M) May be inoperative provided: a) Seat(s) are locked in a position that permits normal pilot visibility, b) Full flight control movement is available, c) Position of seat is acceptable to the flight crew, d) Crew Rudder Pedal Adjustment is operative, and e) Repairs are made within one flight day. 			
-11	Crew Arm Wrests	С	-	0	May be inoperative provided arm rest is secured in the upright position			
-12	Flightdeck Security Barrier Lock System	С	-	0	May be inoperative provided door is secured open or does not block nor impede egress to exit.			
-01	Flightdeck Security Barrier Lock System	D	-	0	May be inoperative provided: a) Door opens and closes normally, and b) Door remains in selected position.			
-13	Externally Mounted Airspeed Indicator Bugs (Except aircraft equipped with G950 Avionics with STC SA02309SE)	С	-	0	(O) May be inoperative, missing or broken provided alternate procedures for airspeed awareness are established and used.			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			LICT				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	ri91				
AIRCRAFT:	viation Model BE-1900D				O. 5b PAGE NO. 1/15/2017 25-5					
		мм	FI T	ΔΒΙ	E KEY					
					CATEGORY					
SYSTEM &	1774				BER INSTALLED					
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH					
NO.					4. REMARKS OR EXCEPTIONS					
25. EQUIPMENT/FURNISHINGS										
Sequence No.	Item	1	2	3	4	Change Bar				
-14	Crew Rudder Pedal Adjustment	A	-	0	 (M) May be inoperative provided; a) Associated rudder pedal is locked in a position that allows full rudder pedal movement, b) Position of the rudder pedal is acceptable to the flight crew, c) Associated Crew Seat Adjustment must be operative, and d) Repairs are made within one flight day. 					
-15	Crew Compartment Adjustable Air Vent Valves (Wemacs)	С	-	0						
-16 ***	Operator Initiated Placards	D	-	-						
-17 ***	Waste Receptacles Access Doors/Covers	С	-	-	 (M)(O) May be inoperative provided; a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient waste receptacles are available to accommodate all waste that may be generated on a flight. 					
-18 ***	"Fasten Seat Belt While Seated" Sign or Placard	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placarded is visible from each occupied passenger seat.	I				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO			SION NO. 5b PAGE NO. ATE: 11/15/2017 25-6			
TOXIIOITTI	lation woder be 1000b	BABAI			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
25. EQUIPMI	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4 Change Bar		
-19 ***	Flight Crew Hat Hooks	D	-	0			
-20 ***	Cabin Storage Compartments/Closets	С	-	-	(M) May be inoperative provided: a) Any emergency equipment located in affected compartment is considered inoperative, b) Affected compartment is not used for storage of any item except for those permanently affixed, c) Procedures are established and used to secure compartment closed, and d) Affected compartment is prominently placarded "DO NOT USE".		
		С	-	-	(M) May be inoperative provided: a) Affected door is secured, b) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".		
	Storage Compartments Key Locks	D	-	-	NOTE: Any permanently affixed emergency equipment located in the associated storage compartment is available for use. (M) May be inoperative in the unlocked position provided door latch remains operative.		

AIRCRAFT:	VIATION ADMINISTRATION			_	O. 5b	PAGE NO.	
Textron Av	viation Model BE-1900D		DAT	E: 1	1/15/2017	25-7	
					E KEY		
SYSTEM &		1. F			CATEGORY	FD	
SEQUENCE	ITEM		Z. I	NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
NO.							
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Chang Bar
-21 ***	Cargo Restraint Systems	С	-	-	provided acc from an appr Approved Ca Handling Ma	noperative, or missing eptable cargo loading limits oved source, i.e., an argo Loading Manual, Cargo nual, or Weight and ument are observed.	•
		С	-	-		erative, or missing provided artment remains empty.	
-22	Cargo Door Assist Lanyard	D	-	0	May be inope	erative or missing	

U.S. DEPA	RTMENT OF TRANSPORT	ATIO	N			
	AVIATION ADMINISTRATIO		-		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT	O. 5b PAGE NO.					
Textron Aviation Model BE-1900D					1/15/2017 26-1	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE			2.1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
26. FIRE PI	ROTECTION	1			14. KEMAKKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4	Change Bar
-01	Portable Fire	D	-	-	Any in excess of those required by	
	Extinguishers				14 CFR 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 can be mistaken for a functional unit,	
					and	
					b) Required distribution is	
					maintained.	
-02	Fire Extinguisher "Push	Α	2	0	May be broken, missing or lacking	
	to Extinguish" Guard				safety wire provided: a) Broken guard shall not interfere	
					with the proper indication or	
					activation of the extinguisher,	
					and b) Repairs are made within	
					one flight day.	
00	Lavatory Fire	С			May be ineperative provided Levetery	
-03 ***	Lavatory Fire Extinguisher System		•	_	May be inoperative provided Lavatory Smoke Detection system operates	
					normally.	
		С	-	-	(M)(O) May be inoperative provided; a) Lavatory waste receptacle is	
					empty,	
					b) Lavatory Door is locked closed	
					and placarded "INOPERATIVE- DO NOT ENTER", and	
					c) Lavatory is used only be	
					crewmembers.	
		D	_	0	Any in excess of that required by	
					14 CFR may be inoperative	1
					·	-
					(Continued)	

FEDERAL A	VIATION ADMINISTRATIO	N_			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	RE			NO. 5b PAGE NO.			
Textron A	viation Model BE-1900D				1/15/2017 26-2		
					LE KEY CATEGORY		
SYSTEM &					IUMBER INSTALLED		
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH		
120.000 x 10.000					4. REMARKS OR EXCEPTIONS		
26. FIRE PR	T	1 4			Chan		
Sequence No.	Item	1	2	3	4 Bar		
-03 ***	Lavatory Fire Extinguisher System (Cont'd)				NOTE 2: A Lavatory Fire Extinguisher system is not required for all-cargo operations.		
-04 ***	Lavatory Smoke Detection System	С	-	-	 (M)(O) May be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory Door is locked closed and placarded, "INOPERATIVEDO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. 		
		D	-	0	Any in excess of that required by 14 CFR may be inoperative		
-05 ***	Cargo Compartment Fire Detection System	С	-	0	May be inoperative provided cargo compartment remains empty. NOTE: Does not preclude the carriage or empty cargo containers, pallets, ballast, etc.		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5 PAGE NO.	
l extron A	viation Model BE-1900D				2/07/2006 27-1	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	CONTROLS	<u> </u>		۱ ۵	T.	Chan
Sequence No.	Item	1 B	1	3 0	(O) May be in a parative provided:	Bar
-02	Flap System	B		U	 (O) May be inoperative provided; a) Flaps are in full up position, and b) Appropriate performance data for no flap takeoff and landings is used. CAUTION: DO NOT SILENCE THE LANDING GEAR WARNING HORN. 	
-01	Flap Position Indicator	В	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, and b) Flaps are checked at each preselected setting prior to each departure.	
-03	Trim Tab Indicators (Aileron, Rudder)	С	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	

	VIATION ADMINISTRATION		,, = -			ER MINIMUM EQUIPMENT LIST
AIRCRAFT: Textron A	viation Model BE-1900D	RE\		_	O. 5 2/07/2006	PAGE NO. 27-2
		ммі			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
27. FLIGHT	CONTROLS				T. INCIMATING	ON EXOLI HONO
Sequence No.	Item	1	2	3	4	Chang Bar
-04 ***	Electric Elevator Trim System					
-01	With Autopilot	С	1	0	a) Manua unaffe	noperative provided: al trim is operative and ected, and ilot is not used.
-02	Without Autopilot	С	1	0		noperative provided manual ive and unaffected.
-03	Trim Switches	С	-	0	NOTE: Any o used.	perative trim switch may be
-04	PITCH TRIM OFF Annunciator System	C	1	0		

	RTMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATION					
AIRCRAFT: Textron A	viation Model BE-1900D	RE'			O. 5b PAGE NO. 28-1	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL					4. REMARKS ON EXCELLINE	
Sequence No.	Item	1	2	3	4	Change Bar
-01	Engine Driven Low Pressure Fuel Boost Pump	С	2	1	 (M)(O) One may be inoperative provided: a) Standby Electric Boost Pump is ON and operative, b) Aviation gasoline is not used, and c) JP4 or Jet B is not used above 8,000 feet MSL. 	-
-02	L or R FUEL QTY Annunciator Systems	С	2	1	One may be inoperative provided fuel quantity on board is adequate for the intended flight.	
-03	Fuel Transfer Annunciator System	С	1	0	May be inoperative provide both Fuel Quantity Indicating Systems are operative.	
-05	Auxiliary Fuel Transfer Pump System					
-01	Auxiliary Fuel Transfer Pump	С	2	0	 (O) May be inoperative provided: a) Fuel quantity in main tanks is adequate for the intended flight, b) Auxiliary fuel quantity is balanced and is not used for the flight, and c) Fuel Quantity Indicating System on affected side is operative. 	
-02	AUTO mode	С	2	0	May be inoperative provided: a) AUX PUMP ON mode is operative, and b) Fuel Quantity Indicating System on affected side is operative.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT	LIST
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AIRCRAFT: Textron Av	riation Model BE-1900D	RE\			IO. 5b PAGE NO. 28-2	
		мм	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
-06	L or R COL TANK LOW Annunciator System	С	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for the intended flight, and b) FUEL QTY annunciator on failed side is operative.	- Sui
-07	Fuel Quantity Indicating Systems	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 intended flight, b) Both Fuel Flow Indicators are operative, c) L and R FUEL QTY annunciators systems are operative, d) Procedures are established to ensure fuel balance remains within AFM limits, and e) FUEL TRANSFER Annunciator System is operative. NOTE: For Polar Operations (North Polar Area) Fuel quantity indicating system must be operative. 	
					(Continued)	

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST	l
AIRCRAFT:	riation Model BE-1900D				IO. 5b 1/15/2017	PAGE NO. 28-3	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL					,		
Sequence No.	Item	1	2	3	4	Chan Bar	
-07	Fuel Quantity Indicating Systems (Cont'd)						
-01	MAIN Fuel Tank Indications	C	2	1	a) A relia to dete board require flight, b) Both F operat c) L and Syster d) Procee ensure within e) FUEL Syster	be inoperative provided: able means is established ermine that fuel quantity on meets the regulatory ements for the intended Fuel Flow indicators are tive, R FUEL QTY Annunciator ms are operative, dures are established to e that fuel balance remains AFM limitations, and TRANSFER Annunciator m is operative.	
					(Continued)		

AIRCRAFT: Textron Aviation SYSTEM & SEQUENCE NO. 28. FUEL Sequence No. Item -07 Fu Sy (Co	ITEM ITEM	RE\	DAT EL T	E: 1 ABL AIR (MASTER MINIMUM EQUIPMENT LIST NO. 5b PAGE NO. 11/15/2017 28-4 LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NO. 28. FUEL Sequence No. Item -07 Fu Sy (Co -01 MA	ITEM THE ITEM	MMI 1. F	DAT EL T REPA 2. N	ABL AIR (NUM 3. N	11/15/2017 28-4 LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 28. FUEL Sequence No. Item -07 Fu Sy (Co	nel Quantity Indicating estems ont'd)	1. F	2. N	AIR (NUM 3. N	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 28. FUEL Sequence No. Item -07 Fu Sy (Co	nel Quantity Indicating estems ont'd)	1. F	2. N	AIR (NUM 3. N	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-07 Fu Sy (Co	el Quantity Indicating stems ont'd) AIN Fuel Tank	1	2	3	
-07 Fu Sy (Co	el Quantity Indicating stems ont'd) AIN Fuel Tank	1	2	3	
Sy. (Co	rstems ont'd) AIN Fuel Tank			"	4 Char Ba
		A	2	0	 (O) Both may be inoperative provided: a) Both main fuel tanks are visually inspected by a flight crewmember and determined to be fueled to their maximum capacity, b) The required fuel for the flight (to the destination, all required alternates, and required reserves) does not exceed 50% of the rated capacity of the main tanks, c) Repairs are made before the third flight (following discovery), d) The aircraft may not depart any maintennance base authorized to make repairs, e) Both Fuel Flow Indicators are operative, f) Both L and R FUEL QTY Annunciator Systems are operative, g) FUEL TRANSFER Annunciator System is operative, and h) Procedures are established to ensure fuel balance remains within AFM limits. (Continued)

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	RTMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		//016	NI NI	0.51	DAGENO	
AIRCRAFT: Textron A	viation Model BE-1900D	KE			O. 5b 1/15/2017	PAGE NO. 28-5	
		ммі	FL T	ΔBI	E KEY		
		_			CATEGORY		
SYSTEM &	17514				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Change Bar
-07	Fuel Quantity Indicating Systems (Cont'd)						
-02	AUX Fuel Tank Indications	С	2	0	a) A relia to dete board require flight, b) FUEL Syster c) Procee ensure	operative provided: ble means is established ermine that fuel quantity on meets the regulatory ements for the intended TRANSFER Annunciator is operative, and dures are established to e fuel balance remains AFM limits.	

viation Model RE-1900D	RE\		_		
Mation Woder BE-1900B	8484				
ITEM.		REP/	AIR (CATEGORY	
IIEM					
RAIN PROTECTION					
Item	1	2	3	4	Chang Bar
Surface De-Ice System	С	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
OUTBD WH DEICE Annunciator	С	1	0	May be inoperative provided boot operation is normal and is visually monitored.	
INBD WG DEICE Annunciator	С	1	0	May be inoperative for two pilot operations not at night provided boot operation is normal and visually monitored.	I
Engine Inertial Ice Vane Actuator Motors	С	4	2	(O) One actuator motor of each intake system may be inoperative provided aircraft is not operated in visible moisture at or below +5 degrees Celsius.	
	С	4	2	(O) One actuator motor of each intake system may be inoperative provided; a) Inertial ice vans are in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	
	С	4	0	(M) Both actuator motors of each intake system may be inoperative on one or both engines provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	
	Surface De-Ice System OUTBD WH DEICE Annunciator INBD WG DEICE Annunciator Engine Inertial Ice Vane	ITEM RAIN PROTECTION Item 1 Surface De-Ice System C OUTBD WH DEICE Annunciator C INBD WG DEICE Annunciator C Engine Inertial Ice Vane Actuator Motors C	ITEM RAIN PROTECTION Item 1 2 Surface De-Ice System C 1 OUTBD WH DEICE Annunciator INBD WG DEICE Annunciator Engine Inertial Ice Vane Actuator Motors C 4	NATE: 1 MMEL TABL 1. REPAIR C 2. NUM 3. N	MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT: Textron Av	viation Model BE-1900D	RE\			O. 5b PAGE NO. 30-2
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
	RAIN PROTECTION	l .			Char
Sequence No.	Item	1	2	3	Ba
-03	Alternate Static Air Source Heater	С	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-04	Engine Ice Annunciators				
-01	L and R ENG ANTI-ICE Annunciators	С	2	1	(O) May be inoperative on one side provided ENG ICE FAIL annunciator is operative on the affected side.
		С	2	0	 (M) May be inoperative on one or both sides provided: a) Affected Inertial Ice Vane(s) is/are secured in the extended position, and b) Appropriated ENGINE ANTI-ICE ON performance data is used.
-02	L and R ENG ICE FAIL Annunciators	С	2	0	 (M) May be inoperative on one or both sides provided: a) Affected Inertial Ice Vane(s) is/are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.
-05	Stall Warning Vane and Mount Plate Heater System	С	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

Textron Aviation Model BE-1900D DATE: 11/15/2017 30-3	FEDERAL A	VIATION ADMINISTRATIO		/ 01/	וא ואר	IO. 5b PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4		viation Model BE-1900D	KE				
SYSTEM & NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item			MM	EL T	ABL	E KEY	
SEQUENCE NO. ITEM NO. 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4	CVCTEM 0		1. F	REPA	AIR (CATEGORY	
3. NOMBER REQUIRED FOR DISPAICH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4 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. -01 PARK Mode C 1 0 May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view. -02 SLOW Mode C 1 0 May be inoperative provided the FAST mode is operative. -07 Windshield Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -09 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.		ITEM		2.1	MUN	BER INSTALLED	
30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4		I I EIVI			3. 1	NUMBER REQUIRED FOR DISPATCH	
Temporary Temp	NO.					4. REMARKS OR EXCEPTIONS	
-06 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. -01 PARK Mode C 1 0 May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view. -02 SLOW Mode C 1 0 May be inoperative provided the FAST mode is operative. -07 Windshield Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -09 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.	30. ICE AND	RAIN PROTECTION					
C 2 0 (M) May be inoperative provided the FAST mode is operative. -01 PARK Mode C 1 0 May be inoperative provided the affected windshield has an effective Hydrophobic coating. -02 SLOW Mode C 1 0 May be inoperative provided the FAST mode is operative. -03 Windshield Heaters C 2 0 May be inoperative provided directant is not operated in known or forecast icing conditions. -04 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -05 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -06 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -07 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -09 Way be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.	Sequence No.	Item	1	2	3	4	Chang Bar
affected windshield has an effective Hydrophobic coating. -01 PARK Mode C 1 0 May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view. -02 SLOW Mode C 1 0 May be inoperative provided the FAST mode is operative. -07 Windshield Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -09 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.	-06	Windshield Wipers	С	2	0	not operated in precipitation within 5 nautical miles of the airport of takeoff or	
and blades can be positioned to not obstruct the pilots view. -02 SLOW Mode C 1 0 May be inoperative provided the FAST mode is operative. -03 Windshield Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -04 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -05 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -06 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -07 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deice System C 1 0 May be inoperative provided the Automatic Function is operative. -19 May be inoperative provided the Automatic Function is operative. -10 May be inoperative provided aircraft is not operated in known or forecast icing conditions.			С	2	0	affected windshield has an effective	
mode is operative. -07 Windshield Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -08 Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -09 Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.	-01	PARK Mode	С	1	0	and blades can be positioned to not	
not operated in known or forecast icing conditions. Propeller Deicer Ammeter C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. O 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. O 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. O 1 0 May be inoperative provided the Automatic Function is operative. O 1 0 May be inoperative provided the Automatic Function is operative.	-02	SLOW Mode	С	1	0		
Ammeter Onto operated in known or forecast icing conditions. Propeller Deice System C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. Onto operated in known or forecast icing conditions.	-07	Windshield Heaters	С	2	0	not operated in known or forecast icing	
 -01 Automatic Function C 1 0 May be inoperative provided aircraft is not operated in known or forecast icing conditions. -02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing 	-08	•	С	1	0	not operated in known or forecast icing	
-02 Manual Function C 1 0 May be inoperative provided the Automatic Function is operative. -11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing	-09	Propeller Deice System	С	1	0	not operated in known or forecast icing	
-11 Fuel Vent Heaters C 2 0 May be inoperative provided aircraft is not operated in known or forecast icing	-01	Automatic Function	С	1	0	not operated in known or forecast icing	
not operated in known or forecast icing	-02	Manual Function	С	1	0		
	-11	Fuel Vent Heaters	С	2	0	not operated in known or forecast icing	

TMENT OF TRANSPORT	ATIO	V		MASTED MINIMALIM EQUIDMENT	гиет
<u>VIATION</u> ADMINISTRATION	ON			IVIASTER WIINIWUW EQUIPMEN	. LIST
: :: N	RE\				
viation Model BE-1900D					
	1. [
ITEM					
				4. REMARKS OR EXCEPTIONS	
		1 .			Change
					Bar
Brake Deice System	C	1	0	(M) May be inoperative provided shutor valves are in OFF position.	Ī
Pitot Heater	В	2	1	One may be inoperative provided; a) IFR passenger carrying operations are not conducted and b) Aircraft is not operated in known or forecast icing conditions.	
STALL HEAT Annunciator	С	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
L and R PITOT HEAT Annunciators					
14 CFR Part 121 Operations	В	2	0	May be inoperative provided: a) Both pitot heaters are operative, and b) The aircraft is not operated in known or forecast icing conditions.	l
Other Operations	C	2	0	May be inoperative provided a) Both pitot heaters are operative, and b) The aircraft is not operated in known or forecast icing conditions.	
	VIATION ADMINISTRATION VIATION Model BE-1900D ITEM RAIN PROTECTION Item Brake Deice System Pitot Heater STALL HEAT Annunciator L and R PITOT HEAT Annunciators 14 CFR Part 121 Operations	VIATION ADMINISTRATION Viation Model BE-1900D MM 1. F ITEM	VIATION ADMINISTRATION Viation Model BE-1900D MMEL T 1. REPA 2. N PRAIN PROTECTION Item 1 2 Brake Deice System C 1 Pitot Heater B 2 STALL HEAT Annunciator L and R PITOT HEAT Annunciators 14 CFR Part 121 Operations BREVISIO DAT C 1 C 1 BREVISIO DAT MMEL T 1. REPA 2. N C 1 B 2	VIATION ADMINISTRATION Viation Model BE-1900D ITEM	MASTER MINIMUM EQUIPMENT VIATION ADMINISTRATION REVISION NO. 5b DATE: 11/15/2017 30-4 MMEL TABLE KEY

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 5b PAGE NO.	
Textron Av	viation Model BE-1900D		DAT	E: 1	1/15/2017 31-1	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTE	MS			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
-01	Clock with presentation of seconds	D	-	0	As Required by 14 CFR	
-02 ***	Flight Hour Recorder	D	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-03 ***	Flight Data Recorder (FDR)	С	-	-	Any in excess of those required by 14 CFR may be inoperative.	I
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	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 operators MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. a) 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 designed airport where repair(s) must be accomplished prior to dispatch, and b) Repairs are made within three flight days.	
-01	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar days.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 5b PAGE NO.	
Textron Av	riation Model BE-1900D		DAT	E: 1	1/15/2017 31-2	
					E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				51.1	4. REMARKS OR EXCEPTIONS	
31. INDICATI	NG/RECORDING SYSTEM	NS				
Sequence No.	Item	1	2	3	4	Change Bar
-03 ***	Flight Data Recorder (FDR) (Cont'd)					
-02	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	I
***	Flight Data Recorder (FDR) (For operator other than a holder of an Air Carrier or Commercial Operator certificate)	С	-	1	Any in excess of those required by 14 CFR may be inoperative.	ı
		Α	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	I
-05	Annunciator Power Source Annunciator	С	1	0	 (O) May be illuminated provided: a) Preflight procedures are conducted to check operation of individual annunciation circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30472 as amended), b) MEL relief is approved and applicable procedures and restrictions observed for all annunciator circuits found to be inoperative, and c) Flight is limited to at or below 10,000 feet MSL or d) Flight above 10,000 feet MSL up to and including 12,000 feet MSL is limited to not more than 30 minutes. 	

AIRCRAFT:	AVIATION ADMINISTRATIO			_	O. 5b PAGE NO. 31-3	
TOXITOTITY	Widtion Woder BE 1500B	ВЛВЛ			E KEY	
SYSTEM &	ITEM	_	REP/	AIR O	CATEGORY BER INSTALLED	
NO.				3.1	UMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	TING/RECORDING SYSTEM	1				Chan
Sequence No.	Item	1	2	3	4	Chang Bar
-06	Unassigned Annunciators	D	-	0		
-07	Master Caution Annunciator	С	2	1	One may be inoperative provided left side is operative for singe pilot operations.	
-08	Master Warning Annunciator	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.	
-09	EFIS Display Timer (Except aircraft equipped with G950 Avionics with STC SA02309SE)	D	2	0		
-10 ***	Aircraft Data Acquisition System (Installed per SA00095BO)	D	-	0		
-11 ***	Electronic Aircraft Tracking System	D	1	0	(M)(O) May be inoperative provided the system is disabled and aircraft time is tracked by alternate means.	
-12	Interface Control Unit (G950 avionics with STC SA02309SE Only)	A	1	0	May be inoperative provided Yaw Damper and Flight Data Recorder (FDR) are considered inoperative and repairs are made within three flight days.	

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O. 5b PAGE NO.
_	riation Model BE-1900D	IXL			1/15/2017 32-1
		мм	EL T	ABL	E KEY
SYSTEM &		_			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
32. LANDING	G GEAR	<u> </u>	/		4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
-01 ***	Power Steering System	В	1	0	 (M)(O) May be inoperative provided: a) AFM procedures are observed, and b) Landing is limited to 22 knots crosswind and braking action Poor or better.
-01 ***	PWR STEER FAIL Annunciator System	В	1	0	 (O) May be inoperative provided: a) Power steering remains off, and b) Landing is limited to 22 knots crosswind and braking action Poor or better.
-02 ***	MAN STEER FAIL Annunciator System	В	1	0	 (M)(O) May be inoperative provided; a) Power steering is disabled, b) Nose gear must be in free caster mode. (See item 1.), and c) Landing is limited to 22 knots crosswind and braking action Poor or better.
-04 ***	Manual Steering Disconnect Actuator	В	1	0	(M)(O) May be inoperative provided Landing is limited to 22 knots crosswind and braking action Poor or better.
-05	HYD FLUID LOW Annunciator System	В	1	0	(M)(O) May be inoperative provided hydraulic fluid level is verified full each flight day and checked for leaks prior to each flight.

AIRCRAFT:	VIATION ADMINISTRATIO	_			O. 5b PAGE NO.	
Textron A	viation Model BE-1900D				1/15/2017 32-2	
					E KEY CATEGORY	
SYSTEM &		1. [BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				0	4. REMARKS OR EXCEPTIONS	
32. LANDIN	G GEAR					
Sequence No.	Item	1	2	3	4	Chang Bar
-06 ***	Anti-Skid System	С	1	0	May be inoperative provided: a) The OFF-ON switch remains in the Off position, and b) AFM performance charts for operation without anti-skid are used.	
-07	Parking Brake	С	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement.	
-08	Landing Gear Handle Solenoid	С	1	0	(O) May be inoperative provided down lock latch is operative.	
-09 ***	Auxiliary Landing Gear Position Indicator System (STC SA00873CH)	D	1	0	May be inoperative provided Landing Gear Position Indicator System is operative.	
-10	Landing Gear Handle "Intransit" (Red) Lamps	В	2	1		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b 1/15/2017	PAGE NO. 32-3
TOXIIOITA	Tation Woder BE 1000B	BABAI				32.0
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C		QUIRED FOR DISPATCH
32. LANDING	G G F A R	-			4. REMARKS	S OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Cha
-11	Landing Gear Position Indicator System	С	1	0	May be inope a) Auxili Indica STC s opera b) All Au Positi includ	erative provided: ary Landing Gear Position ator System SA00873CH is installed and ative, and uxiliary Landing Gear ion Indicators are operative ding the "EL" troluminescent) panel.
-01	Landing Gear Position Indicator Lamps	A		-	inoperative p a) One I opera illumii lock ii b) Repa	each indicator may be provided: amp in each indicator is ative and provides sufficient nation for positive down and indication, and irs are made within light day.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MAGTE		LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIO I
AIRCRAFT:					O. 5b	PAGE NO.	
Textron Av	viation Model BE-1900D		DAT	ΓΕ: 1	1/15/2017	33-1	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				258.55		OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
-01	Cabin Light System (Including Reading Lights)	С	-	-	provided light acceptable to	ts may be inoperative ing configuration is the flight crew. Any ts may be used.	
-02	Cockpit/Flight Deck/Flight Compartment and Instruments Lighting System	С	-	-	provided rema a) Suffici require and of provid b) Positio shieldo crewm c) Lightin intens flight of NOTE 1: Indiv and/or annune excluded from NOTE 2: Una (without NVG	ened so that direct rays are ed from flight nembers eyes, and ng configuration and ity is acceptable to the crew. Vidual button/switch lights ciations/indications are in this relief. ided operation s) may be permitted with VG supplemental lights;	
-01	Standby Attitude Indicator Internal Illumination (Except aircraft equipped with MD302 standby instrument with STC SA02309SE)	С	1	0	Must be operation (Continued)	ational for night operations.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b 1/15/2017	PAGE NO. 33-2	
T GALIOIT AV	Hation Woder BE-1900B	BABA			E KEY	33-2	
SYSTEM &	ITEM		REP/	AIR C	CATEGORY BER INSTALLI		
NO.	TTLIVI			3. 1		UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS	T.	1	1	1	ı		Chai
Sequence No.	Item	1	2	3	4		Ba
-02	Cockpit/Flight Deck/Flight Compartment and Instruments Lighting System (Cont'd)						
-02	Pressurization Controller Internal Illumination System	D	1	0	Must be opera	ational for night operations.	I
		D	1	0		rative for night operations cent post light is operative.	
-03	Emergency Light Switch Position (Red/Green) Indication	В	1	0	may be inope or green indic	en switch position indication rative (stuck in either red cation) provided switch rified operative before each	
-04	Compass Control Unit Internal Illumination (Slaving Meter) (Except aircraft equipped with G950 Avionics with STC SA02309SE)	D	2	1	Gyroscopic D Systems oper	noperative provided both irectional Compass rate normally and Varning is operative.	
-03	Landing Lights	С	2	0	Must be opera	ational for night Operations	I
		С	2	1	,	noperative for night ovided taxi light is	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MARCHED MINIMUM EQUIDMENT	LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 5b PAGE NO.	
Textron Av	viation Model BE-1900D				1/15/2017 33-3	
-		_			LE KEY Category	
SYSTEM &		1. [BER INSTALLED	
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
-05	Navigation Position Lights	С	6	0	Must be operative between sunset and sunrise.	
		С	6	3	One may be inoperative at each location.	I
-06	Anti-Collision Beacon Light System	В	1	0	May be inoperative provided Anti-Collision Strobe Light System is installed and operative.	
-07 ***	Anti-Collision Strobe Light System	D	1	0	May be inoperative provided Anti-Collision Beacon Light System is operative. Any operative lights may be used.	
-08	Taxi Light	С	1	0	May be inoperative for operations other than night.	
		С	1	0	May be inoperative for night operations provided both landing lights are operative.	
-09	TAXI LIGHT Annunciator System	С	1	0		
-10 ***	Recognition Lights	D	2	0		
-11 ***	Tail Flood Lights	D	2	0		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b 1/15/2017	PAGE NO. 33-4	
1 GXII OII AV	lation woder be-1900b	8484				33-4	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	E KEY CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH	
0.0000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS	
33. LIGHTS	T T T T T T T T T T T T T T T T T T T	1	ı	ı	1		Chan
Sequence No.	Item	1	2	3	4		Bai
-12	Wing Ice Lights	С	2	0	a) Aircra or fore night, b) Grour	erative provided: If is not operated in known ecast icing conditions at and and deicing procedures do quire their use.	
		С	2	1	a) The le single b) Grour	inoperative provided: eft light is operative for pilot operations, and ad deicing procedures do quire their use.	
-14	Cargo Compartment Lighting System	D	1	0	Any operative	e light may be used	
-15	Boarding Lighting System (including lights within the Airstair and in the entryway foyer)	С	1	0	Any operative	e light may be used	

AIRCRAFT:	VIATION ADMINISTRATIO			_	O. 5b PAGE NO.	
Textron Av	viation Model BE-1900D				1/15/2017 34-1	
		_			E KEY CATEGORY	
SYSTEM & SEQUENCE NO.	ITEM	1. [NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
20.8 (995.50.2009		, ,			4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					100
Sequence No.	Item	1	2	3	4	Chang Bar
-01	Vertical Speed Indicators	В	2	1	As required by 14 CFR. NOTE: Left side must be operative for single pilot IFR operations.	1
-02 ***	Weather Radar/ Thunderstorm Detection Equipment	С	-	-	As required by 14 CFR.	I
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	1
-01	Radar Antenna Gyro Stabilization Function	D	1	0	May be inoperative provided; a) Antenna sweep function is parallel to aircraft pitch axis, and b) Antenna tilt function operates normally.	d
-02 ***	RDR PWR ON Annunciator (Except aircraft equipped with G950 Avionics with STC SA02309SE)	С	1	0		
-03	Windshear Detection and Avoidance System (Predictive)	В	-	0	May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures. May be inoperative provided:	
					a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (reactive) operates normally.	

					MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1010	ZNI NI	O. 5b PAGE NO.	
	viation Model BE-1900D	KE			0. 50 PAGE NO. 34-2	
		ММ	FI T	ΔΒΙ	E KEY	
0)/07514.0					CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED	
NO.	I I CIVI			3. N	NUMBER REQUIRED FOR DISPATCH	
04 1141/104	FIGN	, ,			4. REMARKS OR EXCEPTIONS	
34. NAVIGA			Ι			Change
Sequence No.	Item	1	2	3	4	Bar
-03	Gyroscopic Directional Compass (Except aircraft equipped with G950 Avionics with STC SA02309SE)	В	2	1	 (O) One may be inoperative in slaved mode provided: a) DG mode is operative, and b) Non-Stabilized Magnetic Compass is operative. 	
-04	Non-Stabilized Magnetic Compass	В	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
		В	1	0	May be inoperative provided: a) Any combination of two stabilized gyro or INS 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.	
		В	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.	
-05	Navigation Equipment (VOR/ILS, Loran, RNAV, INS, GPS Omega/VLF, Doppler, FMS, MLS, TACAN)	D	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: GPS & GPS WAAS must be operational for G950 equipped aircraft with STC SA02309SE.	

Textron Aviation Model BE-1900D DATE: 11/15/2017 34-3 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION	AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 5b PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM NO. 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4	_	viation Model BE-1900D					
EQUENCE NO. ITEM NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION 34. NAVIGATION 36. ATC Transponders and Automatic Altitude Reporting Systems 36. ATC Transponders and Automatic Altitude Reporting Systems 37. Apy in excess of those required by 14 CFR 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. 47. Any in excess of those required by 14 CFR may be inoperative. 48. A - O 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. 49. ADS-B Squitter 40. Transmissions 40. O May be inoperative provided operations of on otrequire its use. 40. O May be inoperative provided operations of on ont require its use. 40. O May be inoperative provided operations of on otrequire its use. 41. O May be inoperative provided operations of on other require its use. 42. ADS-B Squitter 43. Transmissions 44. Transmissions 45. O May be inoperative provided operations of the next heavy maintenance visit. 45. O May be inoperative provided operations of ont require its use. 46. O May be inoperative provided operations of ont require its use. 47. O May be inoperative provided operations of ont require its use. 48. O May be inoperative provided operations of ont require its use. 48. O May be inoperative provided operations of ont require its use. 49. A DS-B Out function that operates normally may be used. 49. A DS-B Out function that operates normally may be used. 49. A DS-B Out function that operates normally may be used. 40. NOTE: Any ADS-B Out function that operates normally may be used. 40. A prior of flexible provided operative. 50. Any in excess of those required by 14 CFR may be inoperative. 51. A prior of flexible provided operative. 51. A prior of flexible provided operative. 52. Any in excess of those required by 14 CFR may be inop							
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34. NAVIGATION 36equence No. Item		ITEM		2. 1			
34. NAVIGATION Sequence No. Item	NO.				3. N		
ATC Transponders and Automatic Altifude Reporting Systems	34 NAVIGA	ΓΙΟΝ	<u></u>			4. REMARKS OR EXCEPTIONS	
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-09 Distance Measuring Equipment (DME) Systems D - Any in excess of those required by 14 CFR may be inoperative. -10 Automatic Direction Finding Equipment D - Any in excess of those required by 14 CFR may be inoperative.							j
-09 Distance Measuring Equipment (DME) Systems D - Any in excess of those required by 14 CFR may be inoperative. -10 Automatic Direction Finding Equipment D - Any in excess of those required by 14 CFR may be inoperative.	-07	Marker Reacon	ח	_	_	Any in excess of those required by	
-09 Distance Measuring Equipment (DME) Systems D - Any in excess of those required by 14 CFR may be inoperative. -10 Automatic Direction Finding Equipment D - Any in excess of those required by 14 CFR may be inoperative.	O1	Warker Beacon					1
Equipment (DME) Systems 14 CFR may be inoperative. Any in excess of those required by 14 CFR may be inoperative.							•
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-10 Automatic Direction Finding Equipment D - Any in excess of those required by 14 CFR may be inoperative.						14 CFR may be inoperative.	ı
Finding Equipment 14 CFR may be inoperative.		Oystellis					
Finding Equipment 14 CFR may be inoperative.	-10	Automatic Direction	D	_	_	Any in excess of those required by	
(ADF)						14 CFR may be inoperative.	- 1
		(ADF)					

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b PAGE NO. 34-4	
TEXHOLLAN	Mation Model BE-1900D	BABAI				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	Item	1	2	3	4	Chang
-11	Radar Altimeter	1		3	4	Bar
-01	Necessary for GPWS operation when GPWS is required by 14 CFR	A	-	0	May be inoperative provided: a) GPWS is considered inoperativ b) Alternate procedures are established and used, c) Repairs are made within two flight days, and d) Landing minimums are not based on its use.	e,
-02	Necessary for GPWS operation when GPWS is not required by 14 CFR	С	-	0	May be inoperative provided landing minimums are not based on its use.	I
-03	Not necessary for GPWS	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	1
-12	Flight Director System	С	-	0	May be inoperative provided landing minimums are not based on its use. NOTE: Any operative mode may be used.	
-01	Go Around Function	С	-	0	 (O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to establish initial pitch and wings level attitude. 	
-13 ***	Altitude Alerting System	С	-	0	May be inoperative provided enroute operations, i.e. RVSM, do not require it use.	s

AVIATION ADMINISTRATIO		/ כור	711	IO 5h PAGE NO	
viation Model BE-1900D			_		
	MMI	EL T	ABL	E KEY	
ITEM	1. F		NUM	BER INSTALLED	
				Ta	Chang
		2		4	Bar
Radio Magnetic Indicator (RMI) (Except aircraft equipped with G950 Avionics with STC SA02309SE)		-	U		
Traffic Alert and Collision Avoidance System (TCAS I)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 	l
	С	-	0	 (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures not require its use. 	
Traffic Alert and Collision Avoidance System (TCAS II)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 	I
	С	-	0	 (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures not require its use. 	I
Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	С	2	1	May be inoperative on the nonflying 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.	
	ITEM Radio Magnetic Indicator (RMI) (Except aircraft equipped with G950 Avionics with STC SA02309SE) Traffic Alert and Collision Avoidance System (TCAS I) Traffic Alert and Collision Avoidance System (TCAS II)	MMI ITEM I	ITEM ITEM	ITEM	MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED FOR DISPATCH 4. RE

AIRCRAFT:	VIATION ADMINISTRATIO				O. 5b PAGE NO.	
Textron Av	viation Model BE-1900D		DAT	E: 1	1/15/2017 34-6	
					E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. I	4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION	, , , , , , , , , , , , , , , , , , ,			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
-16	TCAS II (Cont'd)					
-02	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.	
		С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. 	
-03	Traffic Alert Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 	
-17	Standby Attitude Indicator	С	-	0	May be inoperative provided not required by 14 CFR.	
	(Except aircraft equipped with MD302 standby instrument with STC SA02309SE)	В	-	0	May be inoperative provided: a) Operations are conducted in VMC only, not at night, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.	
-01	Sonalert Standby Power Aural Warning	В	1	0	May be inoperative provided the Standby Power Annunciator is operative.	
-02	Standby Power Annunciator	В	1	0	May be inoperative provided the Sonalert Standby Power Aural Warning is operative.	

US DEPAR	TMENT OF TRANSPORTA	OITA	N		
			-		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	IO. 5b PAGE NO.
	viation Model BE-1900D	. _			1/15/2017 34-7
		ММ	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION	1			4. KEMAKKO OK EXCEL HONS
Sequence No.	Item	1	2	3	4 Change Bar
-18 ***	Flight Profile Advisory System	С	1	0	
-19a ***	Terrain Awareness and Warning System (TAWS)				
	Class A TAWS Equipment Required				
-01	GPWS	A	1	0	 (O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.
	a) Modes 1-4	A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation (Mode 5)	С	-	1	
		В	-	0	
	d) Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established
		С	-	0	and used. (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate Procedures are established and used.
					(Continued)

AIRCRAFT:	AVIATION ADMINISTRATION ADMINISTRATION WITH A STATE OF THE STATE OF TH				NO. 5b PAGE NO. 34-8
I CALIOII A	Wiation Woder BE-1900B	BABA			-E KEY
SYSTEM &	ITEM	_	REPA	AIR C	CATEGORY IBER INSTALLED
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				4. KEMAKKO OK EXCELLIONO
Sequence No.	Item	1	2	3	4
-19a	Class A TAWS Equipment Required				
-01	GPWS (Cont'd)				
	***e) Windshear Mode (reactive)	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.
		С	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Terrain Displays	С	_	1	
	- ,	В	_	0	
-04 ***	Runway Awareness & Advisory System	С	1	0	
	(RAAS)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION						
AIRCRAFT: Textron Av	viation Model BE-1900D	RE			IO. 5b 1/15/2017	PAGE NO. 34-9	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGAT	ΓΙΟΝ	1					
Sequence No.	Item	1	2	3	4		Change
-19b	Class B TAWS Equipment Required						Jul
-01	GPWS	A	1	0	a) Altern establ b) Repai	noperative provided: ate Procedures are lished and used, and rs are made within ght days.	
	a) Modes 1 & 3	A	2	0	a) Altern establ b) Repai	noperative provided: ate procedures are lished and used, and rs are made within ght days.	
	b) Test Mode	A	1	0	a) The G inoper b) Repai	erative provided: GPWS is considered rative, and rs are made within ght days.	
	***c) Modes 2, 4, & 5	С	3	0			
	d) Advisory Callouts	В	-	0		noperative provided cedures are established	
		С	-	0	a) Adviso 14 CF b) Altern	noperative provided: ory callout not required by R, and ate Procedures are lished and used.	ļ
					(Continued)		

AIRCRAFT:	<u>AVIATION ADMINISTRATIO</u>		/ כור	JNI N	O. 5b PAGE NO.	
	Aviation Model BE-1900D	INL			0. 35 FAGE NO. 34-10	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
34. NAVIGA	ATION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
-19b	Class B TAWS Equipment Required					_ Dui
-01	GPWS (Cont'd)					
	***e) Windshear Mode (Reactive)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	-02 Terrain System –				NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	С	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	С	1	0		
-19c	TAWS/GPWS not Required by 14 CFR (Class C TAWS	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any mode that operates normally may be used.	′

IIS DEDA	RTMENT OF TRANSPORTA	TIOI	NI.		
	VIATION ADMINISTRATIO		\		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	WIATION ADMINISTRATIO		/ISIC	N NC	O. 5b PAGE NO.
	viation Model BE-1900D				1/15/2017 34-11
		ммі	FI T	ΔRI	E KEY
		_			CATEGORY
SYSTEM &	ITEM				BER INSTALLED
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH
140.		a			4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
-21 ***	Multifunction Display (Except aircraft equipped with G950 Avionics with STC SA02309SE)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.
-24	Navigation Databases	A		0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MACTED MINIMUM EQUIDMENT	LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	riation Model BE-1900D				O. 5b PAGE NO. 34-12	
		ммі	EI T	ΔRI	E KEY	
					CATEGORY	
SYSTEM &	ITEM				BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
34. NAVIGAT	ΓΙΟΝ					
Sequence No.	Item	1	2	3	4	Change Bar
-25 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
-01	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
-02	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
-03	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen Display is acceptable to the flight crew.	
-04	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
-05	Data Link Receiver(s)	D	-	0		
-26 ***	Weather/Radio Datalink (XM) (G950 avionics with STC SA02309SE Only)	D	1	0	(O) May be inoperative provided procedures are established to obtain weather via other means.	
-27	Standby Power Annunciator (G950 avionics with STC SA02309SE Only)	В	-	1		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					
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		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN	1	1		ı		Change
Sequence No.	Item	1	2	3	4	Change Bar
-01	Passenger Oxygen System	С	1	0	As required by 14 CFR. NOTE: Cockpit Crew Oxygen System must be operative.	l
-02	External Oxygen Gauge	С	1	0	(M) May be inoperative provided the Internal Oxygen Gauge is monitored during servicing to avoid over-servicing.	
-03	Passenger Oxygen Mask	С	-	0	 (M) May be inoperative provided: a) Corresponding passenger seat is blocked and placarded "DO NOT OCCUPY", and b) Affected mask does not permit flow when cabin oxygen system is activated. 	
-04	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AV	VIATION ADMINISTRATIO		/1910	וא ואכ	NO. 5 PAGE NO.
	riation Model BE-1900D	NE.			02/07/2006 FAGE NO. 37-1
		ММІ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
37. VACUUM	I/PRESSURE				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
-01	Gyro Suction Indicator	С	1	0	 (O) May be inoperative provided; a) Both Instrument Air Valves are operative, b) Both L and R Bleed AIR FAIL Annunciator Systems are operative, c) Both Outflow/Safety Valves are operative, d) The Cabin Pressure System is operative, and e) Both Environmental Bleed Air Systems are operative.
-02	Instrument Air Valve	C	2	1	 (O) One may be inoperative provided: a) Inoperative valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions.

AIRCRAFT:	VIATION ADMINISTRATION Viation Model BE-1900D			_	O. 5 PAGE NO. 37-2	
T EXITOR A	Viation Wodel BE-1900D	BABAI			E KEY	
SYSTEM & SEQUENCE NO. 37. VACUUM Sequence No.	ITEM //PRESSURE		REP/	AIR (NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Chan
-03	Pneumatic Pressure	C	1	0	(O) May be inoperative provided:	Bar
-03	Gauge	C	1	0	a) Aircraft is not operated in known or forecast icing conditions, b) Both Instrument Air Valves are operative, c) Both L and R Bleed AIR FAIL Annunciator Systems are operative, d) Both Outflow/Safety Valves are operative, e) The Pressurization System is operative, and f) Both Environmental Bleed Air Systems are operative. (O) May be inoperative provided; a) The TAIL DEICE Annunciator is operative, b) The INBD WG DEICE Annunciator is operative, c) Both Instrument Air Valves are operative, d) Both L and R Bleed Air FAIL Annunciator Systems are operative, e) Both Outflow/Safety Valves are operative, f) The Pressurization System is operative, and g) Both Environmental Bleed Air Systems are operative, and	

AIRCRAFT: Textron Av	RE'			O. 5 PAGE NO. 2/07/2006 38-1				
	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM WASTE	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Chang Bar		
-01 ***	Potable Water Systems	С	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used. 	-		
		С	-	-	(M) May be inoperative provided:a) System is drained, andb) Procedures are established to ensure that system is not serviced.			
-02 ***	Lavatory Waste System	С	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. 			
					NOTE: Any portion of the system which operates normally may be used.			
		С	-	-	 (M) Associated Lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks. b) Lavatory door is secured closed and placarded: "INOPERATIVE-DO NOT USE". 			

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1 GXII OH AV	Mation Woder BL-1900D	8484				J2-1	
					E KEY CATEGORY		
SYSTEM &					BER INSTALL	ED	
SEQUENCE NO.	I I I I I I I I I I I I I I I I I I I		NUMBER REQ	UIRED FOR DISPATCH			
2000 (1995-2000)					4. REMARKS	OR EXCEPTIONS	
52. DOORS		1	1	1			101
Sequence No.	Item	1	2	3	4		Char Ba
-01	CABIN DOOR Annunciator System	С	1	0	crewmember	rative provided a confirms, by visual at the door is latched prior ture.	
-02	CARGO DOOR Annunciator System	С	1	0	crewmember	rative provided a confirms, by visual at the door is latched prior ture.	
-03	Cabin Door Lock Observe Light System	С	1	0	is used by a c	rative provided a flashlight crewmember to inspect the anism prior to each	
-04	Entrance Door Snubber System	С	1	0		operative or missing cautions are taken when loor.	
-05	Airstair Door Cable Coverings	D	-	0	,	ged or missing provided ses not interfere with door	
-06	Cargo Door Snubber	Α	4	3		operative provided repairs nin two flight days.	
-07	Cabin / Cargo Door Seals	С	2	0	provided: a) Door s door c b) The fli	ged or inoperative seal does not interfere with operation, and ght is conducted at or 10,000 feet MSL.	

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TEXIIOTIAV										
MMEL TABLE KEY										
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED								
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH								
NO. 4. REMARKS OR EXCEPTIONS										
56. WINDOW	56. WINDOWS									
Sequence No.	Item	1	2	3	4		Change Bar			
-01	Windshield, Window	-	-	-	DELETED, RI	EV 5b.				
					NOTE: Data:	ta Ainanaft Maintanana				
						to Aircraft Maintenance l), Structural Repair				
), or other approved	i			
					documentatio		j			

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MMEL TABLE KEY									
1 REPAIR CATEGORY									
SYSTEM & SEQUENCE	ITEM		2. 1	NUMBER INSTALLED					
NO.	TT EIVI			3.1	NUMBER REQUIRED FOR DISPATCH				
61. PROPELLERS									
Sequence No.	Item	1	2	3	4 Change Bar				
-01	Propeller	D	1	0	Dai				
	Synchrophaser/								
	Synchronizer System								
-02	Propeller Synchroscope	D	1	0					
-03	Propeller Auto Feather Indication System								
-01	AFX Indicators	С	2	0	May be inoperative provided L and R Auto Feather Annunciators are operative and illuminated prior to takeoff brake release.				
-02	L or R AUTO FEATHER Annunciators	С	2	0	May be inoperative provided AFX Indicators are operative.				
-03	AUTO FEATHER OFF Annunciator	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 three flight days.				

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MMEL TABLE KEY											
SYSTEM &	SYSTEM & 1. REPAIR CATEGORY										
SEQUENCE	ITEM	2. NUMBER INSTALLED									
NO.		3. NUMBER REQUIRED FOR DISPATCH									
73. ENGINE	73. ENGINE AND FUEL CONTROL										
Sequence No.	Item	1	2	3	4		Change Bar				
-01	Fuel Flow Indicators	В	2	1		be inoperative provided	Dai				
	r doi r low indicators		-	•	both Fuel Qua	antity Indication Systems Fuel Tank Indications are					
		В	2	1	(O) One may both Aux Fuel inoperative pr Indicating Sys	be inoperative with one or Tank Indications ovided both Fuel Quantity stems and both Main Fuel ons are operative.					

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MMEL TABLE KEY									
CVCTEM		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLE				
NO.	TT CIVI			3. N		UIRED FOR DISPATCH			
77. ENGINE INDICATING									
Sequence No.	Item	1	2	3	4		Change		
-01	Tachometers N1	С	2	0		portion may be	Bar		
-01	Indicator		_		inoperative.	portion may be			
	(Except aircraft equipped with G950								
	Avionics with						i		
	STC SA02309SE)						1		
		D	2	0	The Decimal I display may b	Point only of the digital e inoperative.			