



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BEECHCRAFT MODEL 99 SERIES

MASTER MINIMUM EQUIPMENT LIST

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for Minister of Transport

July 22, 2016
Revision: 03

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TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: I
Revision: 03
Jul. 22, 2016

BEECHCRAFT MODEL 99 SERIES

List of Effective Pages

Title Page			
List of Effective Pages	I	Revision 03	Jul. 22, 2016
Log of Revisions	II	Revision 03	Jul. 22, 2016
Reasons for Changes	III	Revision 03	Jul. 22, 2016
	IV	Revision 03	Jul. 22, 2016
Introduction	V	Revision 03	Jul. 22, 2016
Pages	23-1	Revision 03	Jul. 22, 2016
	25-1	Revision 03	Jul. 22, 2016
	25-2	Revision 03	Jul. 22, 2016
	25-3	Revision 03	Jul. 22, 2016
	26-1	Revision 03	Jul. 22, 2016
	30-1	Revision 03	Jul. 22, 2016
	31-1	Revision 03	Jul. 22, 2016
	33-1	Revision 03	Jul. 22, 2016
	34-1	Revision 03	Jul. 22, 2016
	34-2	Revision 03	Jul. 22, 2016
	34-3	Revision 03	Jul. 22, 2016
	34-4	Revision 03	Jul. 22, 2016
	34-5	Revision 03	Jul. 22, 2016
	61-1	Revision 03	Jul. 22, 2016
	73-1	Revision 03	Jul. 22, 2016

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: II
Revision: 03
Jul. 22, 2016

BEECHCRAFT MODEL 99 SERIES

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Apr. 26, 1991	All	
01	July 05, 1991	L-1, L-2, L-3, L-4, 23-1, 24-1, 25-1, 26-1, 31-1, 33-1, 33-2, 34-1, 34-2, 52-1, 73-1, 79-1	
02	May 26, 1996	I, II, III, IV, V, VI, 23-1, 25-1, 26-1, 30-1, 31-1, 33-1, 34-1, 34-2, 73-1	
03	Jul. 22, 2016	All	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: III
Revision: 03
Jul. 22, 2016

BEECHCRAFT MODEL 99 SERIES

Reasons for Changes

General	This revision incorporates:	
	<ul style="list-style-type: none"> - FAA MMEL – Rev 7 and 8 - TCCA Guidance Book - Rev 7 - TCCA Global Changes 2 thru 10 	
Old #	New #	Comments
23-1 & 23-2	23-01-00	Revised to align with GB Rev 7 – 23-30-1.
23-6	23-06-00	Revised to align with GB Rev 7 – 23-70-1.
-	23-07-00	Added to TCS as per GB Rev 7 – 23-50-3.
25-2	25-03-00	Deleted from TCS. Refer to FAA MMEL.
25-4	25-05-00	Revised to align with GB Rev 7 – 25-60-1.
-	25-06-00	Added to TCS as per GB Rev 7 – 25-20-1.
-	25-07-00	Added to TCS as per GB Rev 7 – 25-60-2.
-	25-09-00	Added to TCS as per GB Rev 7 – 25-20-5.
26-1	26-01-00	Revised to align with GB Rev 7 – 26-20-4.
-	30-02-00	Added to TCS to deactivate system as per GB Rev 7 – 30-40-2.
30-4	30-04-00	Revised to align with GB Rev 7 – 30-30-1.
-	30-05-00	Added to TCS as per GB Rev 7 – 30-20-1.
31-1	31-01-00	Revised to align with GB Rev 7 – 31-20-1.
31-4	31-04-00	Revised to align with GB Rev 7 – 31-30-1.
-	33-01-00	Added to TCS as per GB Rev 7 – 33-10-1.
33-3	33-03-00	Revised to align with GB Rev 7 – 33-20-2.
33-4	33-04-00	Deleted from TCS. Refer to FAA MMEL.
34-1	34-01-00	Deleted from TCS. Refer to FAA MMEL.
34-2	34-02-00	Revised to align with GB Rev 7 – 34-10-3.
-	34-03-00	Added to TCS as per GB Rev 7 – 34-20-1.
-	34-05-00	Added to TCS as per GB Rev 7 – 34-40-1 and 34-40-3.
-	34-08-00	Added to TCS as per GB Rev 7 – 34-50-1.
34-15	34-11-00	Revised to align with GB Rev 7 – 34-20-3.
-	34-16-00	Added to TCS as per GB Rev 7 – 34-40-2.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: IV
Revision: 03
Jul. 22, 2016

BEECHCRAFT MODEL 99 SERIES

Reasons for Changes

Old #	New #	Comments
34-16	-	Deleted from TCS. Refer to FAA MMEL.
61-2	61-02-00	Change to item # only.
73-1	73-01-00	Revised to align with GB Rev 7 – 73-30-1.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: V
Revision: 03
Jul. 22, 2016

BEECHCRAFT MODEL 99 SERIES

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Beechcraft Model 99 series aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 8 or later applicable revision).

The information contained herein supersedes the existing FAA Approved MMEL only for those items listed herein. For items not contained in this supplement, consult the FAA Approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the FAA Approved MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA Approved MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable regulations. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulations.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E).

This MMEL Supplement uses the same format, definitions and symbols as the FAA Approved MMEL. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 23-1	
System & Sequence Numbers	1.	2.	3. Number Installed		
			4. Number Required for Dispatch		
			4. Remarks or Exceptions		
23			COMMUNICATIONS		
01-00			Passenger Address System		
01-01	Passenger Configuration	C	1	0	(O) No change from FAA MMEL.
01-02	Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
06-00	Cockpit Voice Recorder (CVR) (With Flight Data Recorder)	A	1	0	No change from FAA MMEL.
	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder)	A	1	0	No change from FAA MMEL.
	If CVR not required by regulations	D	-	0	
07-00	Boom Microphones				
07-01	CVR and FDR installation required and CVR required to record boom microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
07-02	CVR installation required and CVR required to record boom microphone	A	-	0	May be inoperative provided repairs are made within three flight days.
07-03	CVR not required to record boom microphone	D	-	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 25-1
System & Sequence Numbers	1.	2.	3. Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
25 EQUIPMENT / FURNISHINGS				
03-00 Passenger Seats				Deleted. Refer to FAA MMEL.
05-00 Emergency Locator Transmitter (ELT)				
05-01 Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
05-02 Survival ELTs	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
05-03 Remote Switch	C	1	0	(M) No change from FAA MMEL.
06-00 Passenger Convenience / *** NEF Items				NOTE 1: Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. NOTE 2: For operators with NEF defect rectification and control procedures, refer to sub-item - 02 (NEF) only.
06-01 Passenger Convenience *** Items		-	0	Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL. NOTE: No change from FAA MMEL.
06-02 Non-Essential Equipment *** and Furnishings (NEF)		-	0	No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 25-2
System & Sequence Numbers	1.	2.	Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
25				EQUIPMENT / FURNISHINGS
07-00				Emergency Medical Equipment
07-01 ***	D	-	0	No change from FAA MMEL.
07-02 ***	D	-	0	No change from FAA MMEL.
07-03	D	-	-	No change from FAA MMEL.
07-04	A	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, and c) An inventory is taken on the content of the kit prior to departure.
09-00 ***	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: An inoperative door latch renders the door inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEEHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 25-3	
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
25			EQUIPMENT / FURNISHINGS		
09-00 ***	Galley Storage Compartment(s) (cont'd)	C	-	-	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Affected compartment door is removed, b) Associated compartment is prominently placarded DO NOT USE, c) Affected compartment is not used for storage of any item(s) except for those permanently affixed, d) Procedures are established and used to alert crew members and passengers of inoperative compartments, and e) Passengers are briefed that associated compartment is not used. <p>NOTE 1: An inoperative door latch renders the door inoperative.</p> <p>NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.</p>

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEEHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 26-1	
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
26 FIRE PROTECTION					
01-00 Portable Fire Extinguishers	D	-	-	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) The inoperative fire extinguisher is removed from the passenger cabin and/or flight deck and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, b) Required distribution is maintained in the passenger compartment, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 30-1
System & Sequence Numbers	1.	2.	Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
30 ICE AND RAIN PROTECTION				
02-00 Windshield Heater ***	C	-	0	(M) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Associated window heat is deactivated.
	C	2	1	No change from FAA MMEL.
04-00 Pitot Heaters	B	2	1	One may be inoperative provided: a) Flight is conducted in Day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.
05-00 Engine Lip Boot Heat	C	2	1	One engine system may be inoperative provided flight is not conducted in known or forecast icing conditions.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 31-1
System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
				4. Remarks or Exceptions
31 INDICATING / RECORDING SYSTEMS				
01-00 Clock with Sweep Second Hand or electric digital clock	C	1	0	May be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
04-00 Flight Data Recorder (FDR) *** System				
If FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is verified to operate normally, and b) Repairs are made within three flight days.
If only FDR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
If FDR not required by regulations	D	1	0	
FDR Recording Parameters required by regulations	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within twenty calendar days.
FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance check.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 33-1
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
33 LIGHTS				
01-00 Cockpit / Flight Deck / Flight Compartment And Instrument Lighting System	C	-	-	No change from FAA MMEL.
	D	-	0	May be inoperative for day operations.
03-00 Passenger Notice System (Fasten Seat Belts No Smoking Sign)	C	-	-	(M)(O) Passenger seats from which a sign is not readily legible shall not be occupied and must be placarded "DO NOT OCCUPY".
	C	-	-	(O) The affected seats may be occupied provided: a) The PA system is operative, and b) Procedures are established and used to notify passengers when seat belts should be fastened, return to seat is requested, and smoking prohibited.
04-00 Anti-Collision Beacon Light System				Deleted. Refer to FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 34-1
System & Sequence Numbers	1.	2.	Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
34 NAVIGATION				
01-00 Mechanical Gyroscopic Rate of Turn / Slip Skid Indicator				Deleted. Refer to FAA MMEL.
02-00 Mechanical Vertical Speed Indicators	B	2	1	For single pilot operations, the operative VSI must be on the side of the aircraft of the pilot flying.
	A	2	0	Both may be inoperative for one flight day for day VFR. NOTE: Does not include VFR OTT.
	C	-	0	No change from FAA MMEL.
03-00 Flight Director	C	1	0	Except where enroute operations require its use, may be inoperative provided: a) Approach procedures are not dependent on its use, b) Autopilot is considered inoperative, and c) Windshear escape guidance is considered inoperative.
05-00 Weather Radar / Thunderstorm Detection Equipment	D	1	0	Any in excess of those required by regulations may be inoperative.
05-01 Radar Antenna Stabilization	D	1	0	No change from FAA MMEL.
05-02 Windshear Detection and Avoidance System (Predictive) ***	D	-	0	(O) No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016	Page: 34-2	
System & Sequence Numbers	1.	2.	Number Installed 3. Number Required for Dispatch 4. Remarks or Exceptions	
34 NAVIGATION				
08-00 Navigation Equipment				
08-01 VOR / ILS System	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-01 Glide Slope	C	-	-	No change from FAA MMEL.
-02 Marker Beacon	C	-	-	No change from FAA MMEL.
08-03 Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
08-04 Automatic Direction Finder (ADF)	D	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEEHCRAFT Model 99 Series	Revision No. 03 Date: Jul. 22, 2016	Page: 34-3		
System & Sequence Numbers	1.	2.	3.	4.
		Number Installed		Number Required for Dispatch
				Remarks or Exceptions
34 NAVIGATION				
11-00 Non-stabilized (Standby) Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro, AHRS, or Inertial Reference stabilized compass systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro, AHRS, or Inertial Reference stabilized compass systems are operative, b) Aircraft is operated with: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
	C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and, if necessary, used in conjunction with approved free gyro navigation techniques.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 34-4	
System & Sequence Numbers	1.	2.	3. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
16-00	Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System (GPWS) (Class A or B TAWS required by regulations)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	(Class C TAWS) or (GPWS not required by regulations)	D	-	0	No change from FAA MMEL.
16-01	GPWS (Required by regulations)				
-01	Modes 1-4 (Class A TAWS required by regulations)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	Modes 1 & 3 (Class B TAWS required by regulations)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-02	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
-03	Glideslope Deviation (Mode 5) (Class A TAWS required by regulations)	C	2	1	
		B	2	0	
***	Modes 2, 4 & 5 (Class B TAWS required by regulations)	C	3	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 34-5	
System & Sequence Numbers	1.	2.	3. Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34			NAVIGATION		
16-01			GPWS (Required by regulations) (cont'd)		
-04	Advisory Callouts	B	-	0	(O) No change from FAA MMEL.
		C	-	0	(O) No change from FAA MMEL.
-05	Windshear Mode (Reactive) *** (Class A TAWS required by regulations)	B	1	0	(O) No change from FAA MMEL.
	(Class A TAWS required by regulations)	C	1	0	(O) No change from FAA MMEL.
	(Class B TAWS required by regulations)	C	1	0	(O) No change from FAA MMEL.
16-02	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	No change from FAA MMEL.
16-03	Terrain Display(s) (Class A TAWS required by regulations)	C	2	1	
		B	-	0	
	(Class B TAWS required by regulations)	C	-	0	
16-04	Runway Awareness & *** Advisory System (RAAS)	C	1	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEEHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 61-1	
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
61 PROPELLERS					
02-00 Reverse Not Ready / Do-Not Reverse Light		1	1		

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEEHCRAFT Model 99 Series		Revision No. 03 Date: Jul. 22, 2016		Page: 73-1	
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
73 ENGINE FUEL AND CONTROL					
01-00 Fuel Flow Gauges	B	2	1	One may be inoperative provided appropriate related engine instruments and fuel quantity indications are operative.	