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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
BEECH MODEL 1900/1900C SERIES
MASTER MINIMUM EQUIPMENT LIST

Walter Istchenko
Chief, Flight Test
National Aircraft Certification
for Minister of Transport

June 27, 2019
Revision: 04

Canada

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Mar. 25, 1992	All	
01	Nov. 16, 2001	All	
02	Jan. 15, 1999	I, II, III, IV, V, VI, 21-1, 21-2, 21-3, 21-4, 22-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 26-4, 31-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-2, 35-3, 38-1, 52-1	
03	Nov. 10, 2004	I, II, III, IV, V, 22-1, 23-1, 23-2, 26-1, 30-1, 32-1, 33-1, 33-2	
04	June 27, 2019	All	

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Reasons for Changes

- General**
1. Revision 4 to this TC MMEL Supplement (TCS) is in alignment with the following documents:
 - a. FAA MMEL Revision 10
 - b. TC MMEL Guidance Book (GB) Revision 7
 - c. TC MMEL Global Changes 6 and 11
 2. All pages have been reformatted and re-dated.
- Item No.**
- 21-1** Deleted. Refer to FAA MMEL.
- 21-6** Added altitude restriction to second relief as per GB item 21-30-5. Added b) as per FAA MMEL.
- 21-7** Added altitude restriction to second relief (unpressurized case) as per GB items 21-30-3 and 21-30-6. Added b) to sub-item 2), second relief.
- 21-8** Revised as per GB item 21-30-2. Revised b) as per FAA MMEL.
- 21-10** Revised based on item 21-8 dispatch conditions.
- 22-1** Deleted. Refer to FAA MMEL.
- 22-3** Renumbered (from 22-4) and revised item title as per FAA MMEL. Revised dispatch conditions as per GB item 22-10-2.
- 23-1** Revised Repair Interval Category of 1) as per GB item 23-30-1 (not required by regulations relief case). Deleted sub-item 1), second relief.
- 23-4** Deleted second relief.
- 23-5** Revised as per GB item 23-50-2.
- 23-11** Deleted. Refer to FAA MMEL.
- 23-15** Revised sub-item 1), first relief, as per GB item 23-50-1.
- 25-2** Removed from TCS. Previously deleted in Revision 2.
- 25-3** Revised to indicate Repair Interval Category (cat D) in first relief as per GB item 25-20-3.
- 25-4** Revised as per GB item 25-60-1.
- 25-5** Deleted. Refer to FAA MMEL.
- 25-6** Revised as per GB item 25-20-1.
- 25-7** Revised to address sub-items 1), 2), and 3). Sub-item 2) as per TC MMEL Global Change 6. Sub-item 3) (former item 25-7) as per GB item 25-60-2.
- 25-8** Revised first relief as per GB item 25-10-3. Added (M) to second relief.
- 25-9** Removed from TCS. Previously deleted in Revision 2.

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Reasons for Changes (cont'd)

Item No.

- 25-12** Revised 1) as per GB item 25-60-5.
- 25-14** Deleted.
- 25-15** Deleted.
- 26-1** Added missing Repair Interval Category/Number Installed/ Number Required information.
- 26-2** Replaced "Extinguishing" with "Extinguisher" in item title as per FAA MMEL. Deleted. Refer to FAA MMEL.
- 26-3** Revised first relief to indicate "No change from FAA MMEL". Added second relief with cat D. Revised both reliefs for cargo configuration as per GB item 26-10-6.
- 26-4** Renumbered (from 26-5) and revised item title as per FAA MMEL. Added missing Repair Interval Category/Number Installed/ Number Required information.
- 27-1** Deleted. Refer to FAA MMEL.
- 27-6** Deleted.
- 27-7** Deleted.
- 30-6** Deleted. Refer to FAA MMEL.
- 30-14** Deleted.
- 31-1** Revised item title as per FAA MMEL.
- 31-3** Added "(FDR)" to item title. Several editorial changes. Revised 1) as per GB item 31-30-1.
- 32-9** Deleted. Refer to FAA MMEL.
- 33-3** Reformatted. First relief is cat D as per GB item 33-40-1. Second relief as per FAA MMEL.
- 33-4** Deleted. Refer to FAA MMEL (ATA 25).
- 33-8** Reformatted. First relief is cat D as per GB item 33-40-1. Second relief as per FAA MMEL.
- 33-12** Deleted. Refer to FAA MMEL.
- 33-14** Deleted.
- 33-15** Deleted.
- 34-1** Revised as per GB item 34-20-2.
- 34-4** Deleted. Refer to FAA MMEL.
- 34-5** Revised first and third reliefs to indicate "No change from FAA MMEL". Revised Number Installed/Required of third relief as per FAA MMEL.
- 34-6** Revised 1) as per GB item 34-50-1. Reformatted 2). Deleted 3) and 4).
- 34-7** Removed from TCS. Previously deleted in Revision 2.

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Reasons for Changes (cont'd)

Item No.

- | | |
|--------------|---|
| 34-8 | Reformatted. |
| 34-11 | Revised Repair Interval Category (cat D) and deleted Note as per TC MMEL Global Change 11. |
| 34-13 | Deleted "System" from item title as per FAA MMEL. Deleted. Refer to FAA MMEL. |
| 34-14 | Removed from TCS. Previously deleted in Revision 2. |
| 34-20 | Revised as per GB item 34-40-2. Terrain System (TAWS A and B) and Terrain Displays (TAWS A) are cat B as those functions are now required by regulations. |
| 34-24 | New item as per GB item 34-50-1. |
| 34-25 | New item as per GB item 34-50-1. |
| 34-30 | Deleted. |
| 35-1 | Deleted former provisos b) and d) in sub-item 1). Deleted 2). Renumbered 3) as new 2). |
| 35-4 | Added "(PBE)" to item title. Editorial changes in dispatch conditions. |
| 35-6 | Deleted. |
| 38-1 | Revised as per GB item 38-10-1. |
| 38-2 | Revised as per GB item 38-30-1. |
| 52-1 | Deleted. Refer to FAA MMEL. |
| 52-2 | Deleted. Refer to FAA MMEL. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Beech MODEL 1900/1900C series aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL Revision 10 or later applicable revision.

The information contained herein supersedes the existing FAA 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 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 MMEL has entries where the "Remarks or Exceptions" column states makes reference to applicable FARs. 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). The same definitions and symbols as the FAA MMEL are also used. 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

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
21 AIR CONDITIONING					
1. Air Cycle Air Conditioning System					Deleted in Revision 4 Refer to FAA MMEL
6. Cabin Rate of Climb Indicator	C	1	1	0	May be inoperative provided all other instruments and functions of the pressurization system operate normally.
	D	1	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and b) Dump valve is in the open position.

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System & Sequence Numbers		1.	2.	3. Number Installed	
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				4. Remarks or Exceptions	
21	AIR CONDITIONING				
7.	Differential Pressure/Cabin Altitude Indicator				
	1) Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Cabin Altitude indication operates normally, and b) Chart is provided to convert cabin altitude indication to cabin differential pressure.
		D	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and b) Dump valve is in the open position.
	2) Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Differential Pressure indication operates normally, and b) Chart is provided to convert differential pressure indication to cabin altitude.
		D	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and b) Dump valve is in the open position.

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			Number Installed	Number Required for Dispatch	Remarks or Exceptions
21	AIR CONDITIONING				
8.	Outflow/Safety Valves	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, b) One valve is removed or secured in the open position, and c) Extended overwater operations are prohibited.
10.	Pressurization System	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, b) One Outflow/Safety Valve is removed or secured in the open position, and c) Extended overwater operations are prohibited.

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				4. Remarks or Exceptions	
22	AUTO FLIGHT				
1.	Autopilot System				Deleted in Revision 4 Refer to FAA MMEL
3.	Autopilot Disconnect	C	2	1	One may be inoperative provided: a) The autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect.
		B	2	0	Both may be inoperative provided the autopilot is not used.
5.	Autopilot Disconnect Aural Warning	B	1	0	May be inoperative provided autopilot function is not used.
		B	1	0	(O) May be inoperative provided: a) Both AP OFF lights are verified to operate normally before each departure, and b) Autopilot function is not used below initial approach altitude.
6.	"AP OFF" Light	C	2	1	(O) One may be inoperative provided aural alert is verified to operate normally before each departure.
		B	2	0	Both may be inoperative provided autopilot function is not used.

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				4. Remarks or Exceptions	
23	COMMUNICATIONS				
1.	Passenger Address System				
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Required standard safety briefings are given to passengers using a means that will ensure the briefings are audible to each passenger.
	2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are in the cockpit.
2. ***	Recorded Passenger Briefing Unit				
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are in the cockpit.
4.	Communications Equipment (VHF, UHF)	D	-	2	Any in excess of those required by regulations and not powered by an emergency bus may be inoperative.

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				4. Remarks or Exceptions	
23	COMMUNICATIONS				
5.	Flight Deck Speakers	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
10.	SELCAL/CALSEL Systems	C	-	0	May be inoperative provided alternate procedures are established and used.
***		D	-	0	May be inoperative provided procedures do not require its use.
11.	Boom Microphones				Deleted in Revision 4 Refer to FAA MMEL
15.	Audio Control Panels		-	-	Must be operative for each person on flight deck duty including any person occupying the observer's seat in an official capacity.
	1) Observer Seat Panel	B	1	0	May be inoperative except when required by a person in an official capacity.
		D	1	0	May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time.

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
24 ELECTRICAL POWER					
4. Inverters	B	2	1		One may be inoperative for day VMC provided both L and R AC Bus Annunciator Systems operate normally.

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			4. Remarks or Exceptions		
25. EQUIPMENT/ FURNISHINGS					
3. Passenger Seat(s)	D	-	-	No change from FAA MMEL	
1) and 2)				No change from FAA MMEL	
4. Emergency Locator Transmitter (ELT)					
1) 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
2) Survival Type ELTs	D	-	-		Any in excess of those required by regulations may be inoperative or missing.
5. ELT Remote Switch					Deleted in Revision 4 Refer to FAA MMEL

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
<p>25. EQUIPMENT/ FURNISHINGS</p> <p>6. Passenger Convenience/ *** NEF Items</p> <p>1) Passenger Convenience Items</p>		-	0	<p>Note 1: Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs.</p> <p>Note 2: For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only.</p> <p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>Note 1: Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded “INOPERATIVE – DO NOT USE”.</p> <p>Note 2: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>Note 3: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</p>	

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				4. Remarks or Exceptions	
25. EQUIPMENT/ FURNISHINGS					
6. Passenger Convenience/ *** NEF Items					
2) Non-Essential Equipment and Furnishings (NEF)		-	0		May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
7. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	0	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
25. EQUIPMENT/ FURNISHINGS					
7. Emergency Medical Equipment (cont'd)					
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: <ul style="list-style-type: none"> a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
1) First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: <ul style="list-style-type: none"> a) First aid kit is fully equipped or the kit has a maximum of one missing item, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, d) Procedures are established and used to alert crew members of <ul style="list-style-type: none"> 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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System & Sequence Numbers		1.	2.	3. Number Installed	
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				4. Remarks or Exceptions	
25.	EQUIPMENT/ FURNISHINGS				
8.	Forward Observer Seat (Including Associated Equipment)	B	1	0	(M) May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed, or secured in the retracted position.
		D	1	0	(M) May be inoperative provided: a) The seat is not required to be occupied in an official capacity for extended periods of time, and b) The seat is removed, stowed or secured in the retracted position
12.	Flashlight/Flashlight Assembly				
	1) Flashlights	C	-	0	(O) May be inoperative or missing provided each inoperative or missing flight attendant flashlight is replaced with a flashlight of equivalent characteristics readily available.
	2) Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.
13.	Crew Seat Adjustment	C	-	-	(M) Vertical and fore/aft adjustments may be inoperative provided seat is secured in a position to meet individual pilot requirements.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
<p>25. EQUIPMENT/ FURNISHINGS</p> <p>14. Lavatory NO SMOKING *** Placards</p> <p>15. Exterior Lavatory Door *** Ashtray</p>				<p>Deleted in Revision 4</p> <p>Deleted in Revision 4</p>	

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System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
26	FIRE PROTECTION			
1.	Portable Fire Extinguisher	D	-	-
				<p>Any in excess of those required by regulations may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative fire extinguisher(s) is removed from the passenger cabin, flight deck, or class E cargo compartment that is accessible to crew members during flight, 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 on each deck the flight deck and each class E cargo compartment that is accessible to crew, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.
2. ***	Lavatory Fire Extinguisher System			Deleted in Revision 4 Refer to FAA MMEL

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				4. Remarks or Exceptions	
26	FIRE PROTECTION				
3. ***	Lavatory Smoke Detection System	C	-	0	No change from FAA MMEL
		D	-	0	Any in excess of that required by regulations may be inoperative.
	1) Cargo Configuration	C	-	0	(O) May be inoperative provided: a) Crew members have been briefed that the lavatory smoke detection system is inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.
		D	-	0	(M)(O) May be inoperative provided: a) Crew members have been briefed that the lavatory smoke detection system is inoperative, b) Lavatory is placarded, INOPERATIVE - DO NOT ENTER, and c) In-flight service waste bags are not stored in the lavatory. NOTE: The above mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.

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				4. Remarks or Exceptions
26 FIRE PROTECTION				
4. Cargo Compartment Fire *** Detection/Suppression Systems	C	-	0	<p>No change from FAA MMEL</p> <p>NOTE:</p> <p>Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.</p>

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			4. Remarks or Exceptions
<p>27 FLIGHT CONTROLS</p> <p>1. Flap Position Indicator</p> <p>6. Rudder Pedal Adjustment</p> <p>7. Control Wheel Trim Switches</p>			<p>Deleted in Revision 4 Refer to FAA MMEL</p> <p>Deleted in Revision 4</p> <p>Deleted in Revision 4</p>

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
30 ICE AND RAIN PROTECTION					
2. Alternate Static Air Source Heaters	C	2	1		Except where enroute operations require its use, one may be inoperative provided flight is not conducted in known or forecast icing conditions.
3. Engine Inertial Ice Vane Actuator Motors	C	4	2	(M)	One actuator motor on each side may be inoperative provided aircraft is not operated in visible moisture below 10 °C.
	C	4	0	(M)	No change from FAA MMEL
6. Windshield Wipers					Deleted in Revision 4 Refer to FAA MMEL
13. Pitot Heaters	B	2	1		Except where enroute operations require its use, 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.
14. Pitot Heat Annunciators					Deleted in Revision 4

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			Number Installed	Number Required for Dispatch	
				Remarks or Exceptions	
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock with sweep second hand, or electric digital clock	C	-	-	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3.	Flight Data Recorder (FDR)				
	FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within three flight days.
	FDR only required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
	FDR not required by regulations	D	1	0	
	1) Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
	2) Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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			4. Remarks or Exceptions
32 LANDING GEAR 9. Parking Brake			Deleted in Revision 4 Refer to FAA MMEL

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				4. Remarks or Exceptions	
33	LIGHTS				
2.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
3.	Landing Lights	D	2	0	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
4.	Passenger Notice System (Fasten Seat Belt - No Smoking)				Deleted in Revision 4 Refer to FAA MMEL ATA 25
8.	Taxi Light	D	1	0	No change from FAA MMEL
		C	1	0	No change from FAA MMEL
11. ***	Tail Flood Lights	D	2	0	
12.	Wing Illumination Lights				Deleted in Revision 4 Refer to FAA MMEL
14.	Emergency Lighting, Internal				Deleted in Revision 4
15. ***	Floor Proximity Emergency Escape Path Markings				Deleted in Revision 4

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				4. Remarks or Exceptions	
34	NAVIGATION				
1.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	1	No change from FAA MMEL
		C	2	0	Both may be inoperative for day VFR. NOTE: Does not include VFR OTT.
2.	Vertical Speed Indicators	C	2	1	One may be inoperative for day VFR.
3.	Weather Radar/ Thunderstorm Detection Equipment	D	-	-	Any in excess of those required by regulations may be inoperative.
4.	Gyroscopic Directional Compass System				Deleted in Revision 4 Refer to FAA MMEL

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				4. Remarks or Exceptions	
34	NAVIGATION				
5.	Non-Stabilized Magnetic Compass	B	1	0	No change from FAA MMEL
		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: <ul style="list-style-type: none"> 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the enroute flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
6.	Navigation Equipment	C	1	0	No change from FAA MMEL
	1) VOR/ILS	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
	2) LORAN, RNAV, INS, GPS, Omega/VLF, Doppler, FMS	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided routine procedures do not require its use.

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				4. Remarks or Exceptions	
34	NAVIGATION				
8.	Marker Beacon	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided routine procedures do not require its use.
11.	ADF	D	-	-	Any in excess of those required by regulations may be inoperative.
12.	Radio Altimeter				
	1) Necessary for GPWS operation when GPWS is required by regulations	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, b) Alternate procedures are established and used, c) Landing minimums are not based on its use, and d) Repairs are made within three flight days.
	2) Necessary for GPWS operation when GPWS is not required by regulations	C	-	0	May be inoperative provided landing minimums are not based on its use.
	3) Not necessary for GPWS	D	-	0	Any in excess of those required by regulations may be inoperative.
13.	Flight Director				Deleted in Revision 4 Refer to FAA MMEL

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System & Sequence Numbers	1.	2.	3.	4.
		Number Installed	Number Required for Dispatch	Remarks or Exceptions
<p>34 NAVIGATION</p> <p>20. Terrain Awareness and Warning System (TAWS)</p> <p style="margin-left: 20px;">Class A TAWS Required</p> <p>1) Ground Proximity Warning System (GPWS)</p> <p style="margin-left: 40px;">a) Modes 1-4</p> <p style="margin-left: 40px;">b) Test Mode</p> <p style="margin-left: 40px;">c) Glideslope Deviation(s) (Mode 5)</p> <p style="margin-left: 40px;">d) Advisory Callouts ***</p>	<p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>B</p> <p>C</p>	<p>1</p> <p>4</p> <p>1</p> <p>-</p> <p>-</p> <p>-</p>	<p>0</p> <p>0</p> <p>0</p> <p>1</p> <p>0</p> <p>0</p>	<p>(O) May be inoperative provided:</p> <p style="margin-left: 20px;">a) Alternate procedures are established and used, and</p> <p style="margin-left: 20px;">b) Repairs are made within three flight days.</p> <p>(O) May be inoperative provided:</p> <p style="margin-left: 20px;">a) Alternate procedures are established and used, and</p> <p style="margin-left: 20px;">b) Repairs are made within three flight days.</p> <p>May be inoperative provided:</p> <p style="margin-left: 20px;">a) The GPWS is considered inoperative, and</p> <p style="margin-left: 20px;">b) Repairs are made within three flight days.</p> <p>(O) May be inoperative provided alternate procedures are established and used.</p>

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34 NAVIGATION					
20. Terrain Awareness and Warning System (TAWS) (cont'd)					
Class A TAWS Required (cont'd)					
1) Ground Proximity Warning System (GPWS) (cont'd)					
e) Windshear Mode *** (Reactive)	C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
	B	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays	C	-	1		
	B	-	0		
4) Runway Awareness and *** Advisory System (RAAS)	C	1	0		

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			4. Remarks or Exceptions		
34					NAVIGATION
20.					Terrain Awareness and Warning System (TAWS) (cont'd)
					Class B TAWS Required
1) Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
a) Modes 1 and 3	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
b) Test Mode	A	1	0		May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
c) Modes 2, 4 and 5 ***	C	3	0		
d) Advisory Callouts ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34 NAVIGATION					
20. Terrain Awareness and Warning System (TAWS) (cont'd)					
Class B TAWS Required (cont'd)					
1) Ground Proximity Warning System (GPWS) (cont'd)					
e) Windshear Mode *** (Reactive)	C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays ***	C	-	0		
4) Runway Awareness and *** Advisory System (RAAS)	C	1	0		
Class C TAWS	C	1	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.

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				3. Number Required for Dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
20.	Terrain Awareness and Warning System (TAWS) (cont'd)				
	Class A or B TAWS Not Required	C	1	0	NOTE: Any mode that operates normally may be used.
24.	Flight Management System (FMS) Navigation Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.
25.	Navigation Management System Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.

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			4.	Remarks or Exceptions
<p>34 NAVIGATION</p> <p>30. Externally Mounted Airspeed Indicator Bugs</p>				<p>Deleted in Revision 4</p>

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				4. Number Required for Dispatch	
				4. Remarks or Exceptions	
35	OXYGEN				
1.	Oxygen System (Passenger)				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 feet above MSL, b) Pressurization system operates normally, c) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and d) Passengers are appropriately briefed.
	2) Cargo Configuration	D	1	0	May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off flight deck, and b) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
		D	1	0	May be inoperative provided all crew members are on the flight deck.

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			Number Installed	Number Required for Dispatch	Remarks or Exceptions
35	OXYGEN				
4.	Protective Breathing Equipment (PBE)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.
6.	Observer's Seat Oxygen				Deleted in Revision 4
7.	Oxygen Cylinder Gauges (Copilot's Subpanel)	B	2	0	(O)(M) May be inoperative provided: <ul style="list-style-type: none"> a) Oxygen pressure is checked by direct reading before each flight, and b) Oxygen system is confirmed to operate normally.

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				4. Remarks or Exceptions
35	OXYGEN			
8.	Portable Oxygen (Dispensing) Units (Bottle and Mask)	D	-	- (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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			4. Remarks or Exceptions		
38 WATER/WASTE					
1. Potable Water Systems	C	-	-	No change from FAA MMEL	
	C	-	0	(M)(O) May be inoperative provided: a) System is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. NOTES: 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.	
2. Lavatory Waste Systems	C	-	-	No change from FAA MMEL	
	C	1	0	(M) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER. NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.	

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			4. Remarks or Exceptions
52 DOORS			
1. Forward Cabin Door Warning Light			Deleted in Revision 4 Refer to FAA MMEL
2. Aft Cabin Door Warning Light (Cabin/Cargo)			Deleted in Revision 4 Refer to FAA MMEL