



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

Master Minimum Equipment List (MMEL)

Revision: 14
Date: 12/11/2023

Textron Aviation Model 90 Series 65-90 / 65-A90 / B90 / C90 / E90 / C90A / C90GT / C90GTi

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Flight Operations Evaluation Board (FOEB)

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AIRCRAFT:

Textron Aviation Model 90 Series

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LOG OF REVISIONS

REV NO.	DATE
Original	11/01/1979
1	01/08/1982
2	02/27/1985
3	02/11/1986
4	03/09/1989
5	06/26/1989
6	04/11/1991
7	08/29/1991
7a	08/17/1993
8	03/12/2001
9	09/29/2004
10	07/19/2006
11	06/16/2008
11a	08/27/2008
11b	07/30/2010
12	01/15/2015
13	07/23/2015
14	12/11/2023

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AIRCRAFT: Textron Aviation Model 90 Series	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 14**. It is the result of a public Flight Operations Evaluation Board (FOEB).

ATA NO.	EXPLANATION OF CHANGE
General	This is a major revision due to the addition of the Collins Proline FUSION avionics suite. Most item numbering may have changed to match the ATA JASC format.
	Minor editorial corrections were made throughout the document that do not affect the reliefs are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
Guidelines for (M) and (O) Procedures	Removed O & M procedures, procedures are now a standalone document.
ATA 21 Air Conditioning	
-30-01	Added sub-item numbering.
-30-03	Added (M) to proviso.
-40-02	Added proviso.
-40-04	Added proviso.
-50-01	Added proviso.
ATA 22 Autoflight	
-10-02	Added proviso.
-10-03	Added sub-item numbering.
ATA 23 Communications	
-00-02	Added proviso.
-00-02-01	Added proviso.
-10-01-01	Revised proviso.
-10-01-02	Revised proviso and added Note.
-12-01	Revised proviso.
-20-01	Added due to the addition of the Collins Proline FUSION.
-20-01-01	Added due to the addition of the Collins Proline FUSION.
-20-01-02	Added due to the addition of the Collins Proline FUSION.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
-20-02	Added item.
-40-01-01	Revised per FAA MMEL Policy Letter PL-09.
-40-01-02	Revised per FAA MMEL Policy Letter PL-09.
-50-01	Revised per FAA MMEL Policy Letter PL-58.
-50-01-01	Revised per FAA MMEL Policy Letter PL-58.
-50-01-02	Revised per FAA MMEL Policy Letter PL-58.
-50-01-03	Revised per FAA MMEL Policy Letter PL-58.
-50-04-01	Added proviso.
-50-05	Revised proviso.
-62-00	Moved to ATA 25.
-70-01	Added sub-item numbering.
-70-01-04	Revised per FAA MMEL Policy Letter PL-29.
-70-01-05	Revised per FAA MMEL Policy Letter PL-29.
-70-01-06	Revised per FAA MMEL Policy Letter PL-29.
-70-01-07	Revised per FAA MMEL Policy Letter PL-29.
ATA 24 Electrical Power	
-22-01	Revised proviso.
-40-01	Added item.
-50-01	Added item.
ATA 25 Equipment/Furnishings	
-00-01	Added item.
-00-04	Added due to the addition of the Collins Proline FUSION.
-00-05	Added due to the addition of the Collins Proline FUSION.
-10-01	Added per FAA MMEL Policy Letter PL-132.
-10-04	Revised and added item and sub-items.

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AIRCRAFT:

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
-20-00	Revised item and sub-items per FAA MMEL Policy Letter PL-79.
-20-01	Revised per FAA MMEL Policy Letter PL-116.
-30-00	Revised per FAA MMEL Policy Letter PL-96.
-40-00	Revised proviso.
-50-00	Revised per FAA MMEL Policy Letter PL-100.
-50-01	Revised item and sub-items per FAA MMEL Policy Letter PL-104.
-60-01	Revised item and sub-items per FAA MMEL Policy Letter PL-132.
-60-02	Revised item and sub-items per FAA MMEL Policy Letter PL-132.
-60-03	Revised item and sub-items per FAA MMEL Policy Letter PL-132.
-60-04	Revised proviso.
-60-05	Revised item number.
-61-00	Revised item.
-62-01	Moved from ATA 23 and revised per FAA MMEL Policy Letter PL-120.
-64-00	Separated item from 25-61-00 and revised proviso.
ATA 26 Fire Protection	
-20-02	Added item.
-22-01	Revised item and sub-items per FAA MMEL Policy Letter PL-132.
ATA 27 Flight Controls	
-01-00	Revised item, added (O) to proviso and added Note.
-20-00	Revised item number.
-30-00	Revised proviso.
-51-00	Added (O) to proviso.
ATA 28 Fuel	
-22-01	Revised Note.
-40-01	Moved to ATA 31.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
-40-02	Moved to ATA 31.
-41-01	Revised proviso.
-41-03	Added proviso.
ATA 30 Ice & Rain Protection	
-00-10	Revised item number.
-00-20	Moved to ATA 32.
-10-00	Revised item number.
-20-01	Revised proviso.
-40-01	Revised item number.
-40-10	Revised item number and proviso.
ATA 31 Indicating/Recording Systems	
-20-00	Revised item number.
-20-10	Added proviso.
-30-01	Revised item and sub-items per FAA MMEL Policy Letter PL-87.
-50-01	Added item and sub-items.
-50-01-01	Moved from ATA 52.
-50-01-03	Moved from ATA 28.
-50-01-05	Moved from ATA 28.
-50-01-10	Moved from ATA 61.
-50-02	Added item and sub-items due to the addition of the Collins Proline FUSION.
-50-03	Added item and sub-items.
ATA 32 Landing Gear	
-00-10	Added relief.
-40-01	Added proviso and revised item number.
-40-02	Moved from ATA 30 and added subitem.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
ATA 33 Lights	
-10-01	Revised item name and Note 1.
-10-02	Added relief and sub-items.
-10-10	Added due to the addition of the Collins Proline FUSION.
-20-01	Revised proviso.
-20-01-02	Added sub-item.
-20-02	Renamed and added sub-items per FAA MMEL Policy Letter PL-132.
-40-00	Revised item number and proviso.
-40-10	Added proviso and revised item number.
-40-20	Revised item number and provisos.
-40-30	Revised item number.
-40-40	Revised proviso.
-40-50	Revised proviso.
-40-60	Revised item number.
-40-70	Revised item number and proviso.
-40-80	Revised item number.
ATA 34 Navigation	
-13-00	Revised item number and name.
-14-00	Revised item number and name.
-14-00-02	Added sub-item.
-16-02	Revised item per FAA MMEL Policy Letter PL-39.
-16-10	Revised item number, name, and Note.
-21-01	Revised item name.
-21-03	Added item.
-22-01	Revised item number.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
-22-02	Revised item name.
-23-01	Revised item and sub-items.
-24-00	Revised item name.
-24-01	Revised item name and proviso.
-25-00	Revised item number.
-25-01	Revised item number and name.
-25-02	Added item and sub-items due to the addition of the Collins Proline FUSION.
-25-03	Added item and sub-items due to the addition of the Collins Proline FUSION.
-30-01	Added item and sub-items.
-42-00	Revised item and added sub-items.
-44-00	Revised item and sub-items per FAA MMEL Policy Letter PL-54.
-44-03	Added proviso.
-45-00	Removed (O) from proviso.
-45-20	Revised item number.
-50-10	Revised item number.
-51-01	Revised item name and sub-items.
-51-02	Revised item name and proviso.
-52-01	Revised item and sub-items per FAA MMEL Policy Letter PL-76.
-52-10	Revised item and sub-items per FAA MMEL Policy Letter PL-105.
-60-10	Added item and sub-items.
ATA 35 Oxygen	
-10-00	Added item and sub-items per FAA MMEL Policy Letter PL-132.
-20-00	Revised item and sub-items.
-20-01	Added item and sub-items per FAA MMEL Policy Letter PL-132.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
ATA 37 Vacuum/Pressure	
-10-00	Added relief.
-20-00	Added relief.
ATA 38 Water/Waste	
-30-00	Added relief.
ATA 45 Central Maintenance System.	
-00-00	Added due to the addition of the Collins Proline FUSION.
ATA 46 Information Systems	
-00-01	Removed Classes from sub-items per FAA Advisory Circular AC 120-76D.
-10-00	Revised item and sub-item numbers.
-10-00-01A	Revised proviso.
-10-00-04	Revised item name.
-10-00-05	Revised item number and added proviso.
-10-20	Added item and sub-items due to the addition of the Collins Proline FUSION.
-40-10	Added item and sub-items due to the addition of the Collins Proline FUSION.
-40-11	Added item and sub-items due to the addition of the Collins Proline FUSION.
-40-12	Added item and sub-items due to the addition of the Collins Proline FUSION.
-40-20	Added item and sub-items due to the addition of the Collins Proline FUSION.
ATA 52 Doors	
-10-01	Added relief.
-60-01	Added relief.
-70-03	Moved to ATA 31.
ATA 61 Propellers	
-23-02	Moved to ATA 31.

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AIRCRAFT: Textron Aviation Model 90 Series		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 73 Engine Fuel & Control			
-31-01	Added relief.		
-31-02	Added proviso and revised item number.		
ATA 77 Engine Indicating			
-00-01	Revised item name.		
-12-01	Added relief.		
-14-01	Added relief.		

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AIRCRAFT: Textron Aviation Model 90 Series	DEFINITIONS AND PREAMBLE

DEFINITIONS

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

PREAMBLE

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

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AIRCRAFT: Textron Aviation Model 90 Series	GUIDELINES FOR (M) AND (O) PROCEDURES

Textron has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation Model 90 Series MMEL (P/N C90BPM-14-00, or later revision). Operator's MEL procedures should be based on the Textron procedures.

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<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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11. Placards and Markings

Sequence No.	Item	1	2	3	4 Change Bar
-00-01	"Fasten Seat Belt While Seated" Placard	C	-	-	One or more placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
-00-02	Raisbeck Engineering Nacelle Overwing Storage Lockers Loading Limitation Placard	C	2	0	(M) May be illegible or missing provided no cargo is stored within affected locker. A locker may become eligible for cargo with a temporary placard.

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AIRCRAFT: Textron Aviation Model 90 Series	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Supercharger (65-90, 65-A90, B90)	C	1	0	(M)(O) May be inoperative for unpressurized flight.	
-30-01	Bleed Air Shutoff Valve(s)					
-01	Model B90	C	1	0	(M) May be inoperative in the closed position.	
-02A	Models C90, C90A, C90GT, E90, C90GTi	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.	
-02B		C	2	0	(M)(O) May be inoperative in the closed position for unpressurized flight.	
-03	Model 65-A90-1 When Modified by MRI Number 02-21-01, dated 06/01/02	C	2	0	(M) May be inoperative provided: a) Affected valve(s) is/are verified in the closed position, and b) Windshield heat is operative.	
-30-02	Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is secured open.	
-30-03	Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is secured open.	
-31-01	Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.	
-32-01	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
-32-02	Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative for unpressurized flight.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-34-01	Cabin Altitude Warning System	C	1	0	(O) May be inoperative for unpressurized flight.	
-40-01	Electric Heater	C	1	0		
-40-02	Combustion Heater	C	1	0	(M) May be inoperative provided system is deactivated.	
-40-03	Combustion Air Blower	C	1	0	May be inoperative provided combustion heater is not operated.	
-40-04	Heater Hourmeter	C	1	0	(O) May be inoperative provided crew records time by alternate method.	
-50-01	Air Conditioner	C	1	0	(M) May be inoperative provided system is deactivated.	
-60-01	Automatic Temperature Controller	C	1	0	May be inoperative provided manual control is operative.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.	
-10-02	Yaw Damper (Except Winglet STC #SA02054SE)	C	1	0	(M) May be inoperative.	
-01	(Winglet STC #SA02054SE only)	C	1	0	(M) May be inoperative provided airplane is operated at or below FL 240.	
-10-03	Autopilot Disconnect (AP/YD/DISC Trim Switches)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
-01	(Except GFC-700)	B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative. NOTE: RVSM is not authorized.	
-02	(Except GFC-700)	B	2	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative. NOTE: RVSM is not authorized.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Ground Communication Power	D	-	0		
-00-02 ***	Flight Phone/SATCOM System	D	-	0	(M) May be inoperative provided procedures do not require its use and system is deactivated.	
-01 ***	Automatic Position Reporting Functions	D	-	0	(M) May be inoperative provided procedures do not require its use and system is deactivated.	
-10-01 ***	High Frequency (HF) Communication System					
-01	(Dual Long Range Communication Systems Not Required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	(Dual Long Range Communication Systems Required)	C	-	1	(O) May be inoperative while conducting operations which require two long-range communication systems (LRCS) provided: <ul style="list-style-type: none"> a) Aircraft SATCOM system operates normally, b) SATCOM services are available as a LRCS over intended route of flight, c) ICAO flight plan is updated, as required, to notify ATC of communications equipment status of aircraft, and d) Alternate procedures are established and used. <p>NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.</p>	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Very High Frequency (VHF & UHF) Communication System	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 not required for emergency procedures.	
-12-02 ***	FM Communications System (TDFM-136)	D	-	0	May be inoperative provided affected FM Radio remains OFF.	
-20-01 ***	VHF Data System Data Link System (VDL) (Includes ACARS, CPDLC, and ADS-C)					
-01	Data Link System Required	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) VHF 1 and VHF 2 operate normally.	
-02	Data Link System Not Required	D	-	0	May be inoperative provided procedures and/or 14 CFR do not require its use.	
-20-02 ***	Selective Call (SELCAL) (System or Individual Channel)					
-01		D	-	0	May be inoperative provided procedures do not require its use.	
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Passenger Address System (PA)					
-01	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
-40-02	Voice Activated Interphone	C	-	0		

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Flight Deck Headsets Earphones/ Headphones and Boom Microphones					
-01	Headset Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	Headset Boom Microphone (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with operating rule.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-03	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
	(For a Holder of an Air Carrier or Commercial Operator Certificate)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-04	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-50-02	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Radio Tuning Unit (RTU) (Proline 21 Only)	C	1	0	May be inoperative provided: a) CDU TUNE page is selected and used to tune radios, and b) EMER TUNE switch is installed and operative.	
-50-04	Audio Panel (Proline 21 Only)	C	2	1	(M) Right side panel may be inoperative provided aircraft is operated single-pilot.	
-01 ***	(Third Panel Only)	D	3	0	(M) May be inoperative provided panel is deactivated.	
-50-05	Cockpit Speaker System (Includes Audio Amp.)	C	2	0	May be inoperative provided: a) Two operative Headsets are available to the flight crew, and b) Aural warnings are available.	
-60-01	Static Discharge Wicks	C	-	-	One wick may be missing or broken from: a) Each wing (includes aileron) b) Each side of horizontal stabilizer, and c) Vertical Stabilizer (includes tail cone and ventral fin(s). NOTE: A maximum of three (3) Static Wicks may be broken or missing.	
-62-00	Emergency Locator Transmitter (ELT)				Moved to ATA 25 Rev 14.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01 ***	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.	
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
-03	(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 14 CFR operating rule.	
-04 ***	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
-05	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR operating rule.	
-06	Datalink Recording (Datalink Recording Not Required)	C	-	0	May be inoperative provided datalink recording is not required by 14 CFR operating rule.	
-07	Datalink Recording (Datalink Recording Required)	A	-	0	May be inoperative provided repairs are made within three flight days.	

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<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Inverters	B	2	1	One may be inoperative for VFR flights flown between sunrise and sunset.	
-40-01	External Power System	C	1	0	(M) May be inoperative provided Ground Power Relay is verified open.	
-50-01 ***	Cabin AC Power System	C	-	0	(M) May be inoperative provided system is deactivated.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-00-04 ***	SmartStart Security System	C	1	0	(M) May be inoperative provided system is deactivated.	
-00-05 ***	Wi-Fi System	D	1	0	May be inoperative. NOTE: Any function that operates normally may be used.	
-10-01 ***	Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: <ul style="list-style-type: none"> a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured. 	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured. 	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flight Crew Seat					
-01	Armrest	C	-	0	(M) May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flightcrew.	
-02	Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.	
-03	Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to the flightcrew.	
-04	Seat Adjustment	A	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flightcrew, and d) Repairs are made within one flight day. 	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passengers Seat(s)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the behind seats near the inoperative seat(s).	
-01	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
-02	Armrest	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to the emergency exit, b) Armrest does not restrict any passenger from access to the aircraft aisle, and c) For an armrest with seat controls, seat is secure in the taxi, takeoff, and landing (TTL) position.	
-03 ***	Seat Belt Air Bag Restraint Systems					
-01	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passengers Seat(s) (Cont'd)					
-03	Seat Belt/Air Bag Restraint Systems (Cont'd)					
-02	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	
-04	Under Seat 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.	
-20-01 ***	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's 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.	

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<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-30-00 ***	Waste Receptacles Access Doors/Covers	C	-	-	(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.	
-40-00 ***	Exterior Lavatory Door Ashtrays	A	1	0	May be missing provided it is replaced within three calendar days.	
-50-00	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
-01		C	-	-	May be inoperative or missing affected compartment remains empty.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin, Galley, and Lavatory Storage Compartments/Closets					
-01		C	-	-	(M) May be inoperative provided: a) Procedures are established and used to secure compartment in the closed position, b) Affected 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 except for those permanently affixed.	
-02		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed. b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected compartment is not used for storage of any items except for those permanently affixed, d) Affected compartment is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crew members and passengers of inoperative compartments, and f) Passengers are briefed that affected compartment is not used. NOTE: Any emergency equipment located in the associated storage compartment (permanently affixed) is available for use.	
					(Continued)	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
-03	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
-50-03	Raisbeck Engineering Nacelle Overwing Storage Lockers Door Gas Spring	D	2	0	(M) May be inoperative provided gas spring shaft moves freely and does not hinder the opening and closing of the locker door.	
-60-01 ***	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: <ul style="list-style-type: none"> a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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

25. Equipment/Furnishings

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

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-03 ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: <ol style="list-style-type: none"> a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
-60-04 ***	Pyrotechnic Signal Device	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-60-05 ***	EMS Equipment	C	-	0	(M)(O) May be inoperative provided the inoperative system/component is deactivated and secured.	
-61-00	Life Vest (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative or missing.	
-02A	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days.	
-02B		A	-	0	May be missing provided: a) Repairs are made within 90 consecutive calendar days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-02C		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-02D		D	-	-	Any in excess of those required by 14 CFR may be missing.	
-03 ***	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	Indicator Light	D	-	0		
-05 ***	Aural Alarm	D	-	0		
-64-00 ***	Life Rafts	D	-	-	Any in excess of those required by operating rule may be missing or inoperative.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Engine Fire Extinguisher Systems	C	2	0		
-20-02	Engine Fire Extinguisher PUSH TO EXTINGUISH Cover Guard	A	-	-	May be broken, missing or without safety wire provided: a) No function of the activation button is interfered with, and b) Repairs are made within one flight day.	
-22-01	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-01-00	Trim Tab Position Indicators (Rudder and, Aileron)	C	2	0	(O) May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection. NOTE: Controls must be held neutral to determine tab settings.	
-20-00	Rudder Boost (C90A, C90GT & C90GTi Only)	C	1	0		
-30-00	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric trim is deactivated, b) Manual trim is verified operative with full and free movement, and c) Autopilot is considered inoperative.	
-51-00	Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Standby Fuel Boost Pumps (65-90, E90)	C	2	1	One may be inoperative. NOTE: See AFM Emergency Engine Fuels Limitations.	
-24-01	Fuel Transfer Pumps (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	0	May be inoperative provided: a) Usable fuel is reduced by 28 gallons on the side(s) with inoperative pump, and b) Fuel Quantity Indicators are operative.	
-24-02	Auxiliary Fuel Transfer Systems (E90)	C	2	0	May be inoperative provided: a) All fuel contained in the auxiliary tank(s) on the inoperative side(s) is considered unusable, and b) Fuel quantity indicating system is operative.	
-40-01	L or R NO FUEL XFR Annunciators (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)				Moved to ATA 31 in Rev 14.	
-40-02	AUX EMPTY Annunciators (E90)				Moved to ATA 31 in Rev 14.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-41-01	Main Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both Auxiliary Fuel Quantity Indicators are operative, d) Both NO FUEL XFR annunciators are operative, and e) Over water operations are limited to 30 min away from land at all times.	
-41-02	Fuel Quantity Indicators (E90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both AUX EMPTY Lights are operative, and c) Both Fuel Flow Indicators are operative.	
-41-03	Fuel Totalizer (Foxboro System Only)	C	1	0	May be inoperative.	
-41-04	Auxiliary Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) Both Main Fuel Quantity Indicators are operative, and b) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight.	

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<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
-41-05	Fuel Quantity Indicators (C90, C90A, C90GT, C90GTi)	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both NO FUEL XFR Annunciators are operative, and c) Both Fuel Flow Indicators are operative.

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-00-20 ***	Brake Deice System				Moved to ATA 32 in Rev 14.	
-00-40	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-10-00	Surface Deice System (Wings and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-20-01	Pitot Heaters	B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, c) Not operated in RVSM airspace, and d) Not required by 14 CFR. 	
-40-01	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.	
-40-10	Windshield Heat	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Windshield heat is deactivated, and b) Aircraft is not operated in known or forecast icing conditions. 	
-60-01	Propeller Deice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Clock with Sweep Second Hand or Electrical Digital Clock	C	-	0	May be inoperative for VFR.	
-20-10 ***	Flight Hour Recorder	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-01 ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-01	(Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	
-02	(Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1. Flight Data Recorder (FDR) failure occurs after pushback but prior to takeoff, or 2. Flight Data Recorder (FDR) repair was attempted but not successful, c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. 	
(Continued)						

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Flight Data Recorder (FDR) System (Cont'd)					
-03	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
-04	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection.	
-05	Underwater Locator Device (ULD)	D	-	0	May be inoperative or missing provided device is not required by operating rule.	
-50-01	Annunciator Failure to Illuminate or Extinguish (Excluding Proline FUSION Equipped Aircraft)					
-01	CABIN DOOR/DOOR UNLOCKED Annunciator	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight, and c) Aircraft must be operated unpressurized.	
-02	INVERTER OUT Annunciator	B	2	1	One may be inoperative provided both Inverters are operative.	
					(Continued)	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator Failure to Illuminate or Extinguish (Excluding Proline FUSION Equipped Aircraft)					
-03	NO FUEL XFR/ NO FUEL TRANSFER Annunciators (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
-04	L or R BL AIR OFF Annunciator	C	2	1	(O) May be inoperative for unpressurized flight.	
-05	AUX EMPTY Annunciators (E90)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
-06	L or R DC GEN Annunciator	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-07	EXT PWR Annunciator	C	1	0	(O) May be inoperative provided ground power is verified disconnected from aircraft prior to aircraft movement.	
-08 ***	L or R PITOT HEAT Annunciator	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated RVSM.	
(Continued)						

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator Failure to Illuminate or Extinguish (Excluding Proline FUSION Equipped Aircraft) (Cont'd)					
-09	HYD FLUID LO Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full on first flight of the day.	
-10	RVS NOT READY/ PROP REV NOT READY Annunciator	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.	
-50-02	CAS Messages Failure to Display or False Posting (Proline FUSION Equipped Aircraft)					
-01	Door Unlocked Red CAS	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight, and c) Aircraft must be operated unpressurized.	
-02	Hyd Fluid Low Amber CAS	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full on first flight of the day.	
(Continued)						

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Proline FUSION Equipped Aircraft) (Cont'd)					
-03	L or R Bleed Air Off Amber CAS	C	2	1	(O) May be inoperative for unpressurized flight.	
-04	L-R Pitot Heat Amber CAS	C	-	0	(O) May be inoperative provided: a) Both pitot heaters are operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated RVSM.	
-05	L or R DC Generator Amber CAS	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-06	Ext Pwr – Active Amber CAS	C	1	0	(O) May be inoperative provided adequate ground power voltage is verified.	
-07	L or R No Fuel XFR Amber CAS	C	2	0	May be inoperative provided auxiliary tanks are not used.	
-08	CHECK MAINTENANCE Amber CAS Message Displayed	C	1	0	(O) May be inoperative provided CHECK MAINTENANCE procedure in the AFM is followed to determine APM Fail message is displayed.	
(Continued)						

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Proline FUSION Equipped Aircraft) (Cont'd)					
-09	L or R Engine Ice Fail/ L-R Eng Ice Fail Amber CAS					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	
-10	Rvs Not Ready Amber CAS	C	1	0	May be inoperative provided Propeller Control Levers are in HIGH RPM position for reversing.	
-11	L or R Engine Anti-Ice/ L-R Eng Anti-Ice Cyan CAS					
-01		C	2	1	(O) One may be inoperative on each side.	
-02		C	2	0	(M) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON Performance data is used.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-03	Central Warning					
-01	Master Warning Annunciator Red (Failed to illuminate)	C	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight day.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-03	Master Caution Annunciator Amber (Failed to illuminate)	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Landing Gear Control Down Lock Solenoid	C	1	0	(O) May be inoperative provided: a) Red down lock latch is visually verified engaged, and b) Down lock release button is verified operative.	
-40-01	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement.	
-40-02 ***	Brake Deice System (Except Proline FUSION)	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R BK DEICE ON (green) annunciator is not illuminated. NOTE 1: See AFM for Limitations. NOTE 2: Provided Rudder Boost is not affected.	
-01	(Proline FUSION Only)	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R Brake Deice On (Cyan) annunciator is not illuminated. NOTE 1: See AFM for Limitations. NOTE 2: Provided Rudder Boost is not affected.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights, required placard lighting, and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
-10-02	Emergency Instrument Lights	C	1	0	May be inoperative for VFR operations from sunrise to sunset.	
-10-10	Control Panel Lighting System (CCP, SKP, MKP) (Proline FUSION Only)	C	1	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Lights (Excluding Cabin EXIT Signs)					
-01		C	-	-	(O) Individual lights may be inoperative provided: a) Emergency Exit Lighting System is operative, if installed, b) Sufficient lighting is operative for crew to perform required duties, and c) Sufficient lighting is operative for carrying cabin occupants at between sunset and sunrise.	
-02		C	-	0	May be inoperative provided aircraft not operated between sunset and sunrise provided no cabin occupants are carried.	
-20-02	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-01		C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-02		C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Baggage Compartment Lights	C	-	0		
-40-00 ***	Strobe Lights System (Excluding Anti-Collision Lights)	C	1	0	May be inoperative provided: a) Position/navigation light system is operative, and b) Recognition lights and beacon are operative.	
-40-10	Taxi Light	C	1	0	May be inoperative for operations from sunset to sunrise provided both Landing Lights are operative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-20	Landing Lights					
-01		C	2	1	One may be inoperative for operations from sunset to sunrise provided Taxi Light is operative.	
-02		C	2	0	Both may be inoperative provided the aircraft is not operated from sunset to sunrise.	
-40-30 ***	Pulselite System	D	1	0		
-40-40	Position Lights	C	3	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	
-40-50	Anti-Collision Beacon Light System	B	1	0	May be inoperative provided: a) Position/navigation light system is operative, and b) Recognition lights and strobe (if installed) are operative.	
-40-60	Recognition Lights	C	2	0		
-40-70	Wing Icing Detection Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions from sunset to sunrise, and b) Ground deicing procedures do not require their use.	
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
-40-80 ***	Logo Lights	D	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Flight Profile Advisory System	D	-	-		
-00-02 ***	Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. <ul style="list-style-type: none"> • Weather Radar. • TCAS Display. • Navigation Map Display. • TAWS Display. • Thunderstorm Detection. 	
-13-00	Mechanical Vertical Speed Indicators (Except Proline 21 or Proline FUSION equipped aircraft)	B	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot-flying side.	
-14-00	Mechanical Airspeed Indicators (Except Proline 21 or Proline FUSION equipped aircraft)	B	-	1	May be inoperative provided an operative pneumatic or independent standby airspeed indicator is visible from pilot-flying side. NOTE: Independent standby airspeed indicator may be an electronic display provided display is powered independent of primary electrical system.	
-02 ***	External Airspeed Indicator Bugs	C	-	0	(O) May be inoperative, missing or broken.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-16-02	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations, i.e., RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days. 	
-16-10	Mechanical Altimeter, Barometric Pressure Adjustable (Except Proline 21 or Proline FUSION equipped aircraft)	B	-	1	May be inoperative provided an operative pneumatic or independent standby airspeed indicator is visible from pilot-flying side. NOTE: Independent standby airspeed indicator may be an electronic display provided display is powered independent of primary electrical system.	
-21-01	Gyroscopic Pitch and Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	-	1	May be inoperative provided an operative gyroscopic or independent standby attitude indicator is visible from pilot-flying side. NOTE: Independent standby attitude indicator may be an electronic display provided display is powered independent of primary electrical system.	
-21-03	Standby Flight Display System (SFDS) (Proline 21 and Proline FUSION Equipped Airplanes)	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) PFD1 and PFD2 are operative, b) Operations are conducted in daylight VFR only, and c) Operations are not conducted into known or forecast over-the-top conditions. 	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used. NOTE: TAWS, GPWS and/or TCAS may be inoperative.	
-22-02	Radio Magnetic Indicator (RMI) (Except Proline 21 and Proline FUSION equipped)	C	-	-	May be inoperative provided: a) Magnetic Compass is operative, and, b) Any navigation source not displayed on another indicator is considered inoperative.	
-23-01	Non-Stabilized Magnetic Compass					
-01		B	1	0	May be inoperative provided any combination of three gyros, AHRS or INS (IRU) stabilized compass systems are operative.	
-02		B	1	0	May be inoperative provided: a) Any combination of two gyros, AHRS or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
-03		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-00	Gyroscopic Rate of Turn/Slip Skid Indicators (Except Proline 21 and Proline FUSION)	B	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot-flying side.	
-24-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS, or servoed electric gyroscopic pitch and bank indicator.	
-25-00	Flight Director (Except Proline 21 equipped)	C	1	0	May be inoperative provided approach minimums are not based on its use.	
-25-01	Electronic Flight Instrument System (EFIS) Multi-Function Display Unit (MFD) (Collins EFIS-84 Only)					
-01	3 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	
-02	5 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Adaptive Flight Display System (AFD) (Proline FUSION Equipped Airplanes)	B	3	2	May be inoperative provided PFD1 and the MFD are operative. NOTE: PFD 2 Control amber message or PFD 2 Fan Inop cyan message may be displayed.	
-03	Touchscreen Control	C	3	0	(O) May be inoperative provided: a) Touchscreen is inhibited on the inoperative display with the display control inhibit switch on the reversion switch panel, and b) Both cursor control panels are operative.	
-04	Radio Tuning System	B	3	2	One may be inoperative. NOTE: Display Tuning Not Available, Tune Inop, Left Side Display Tuning Inop, Right Side Display Tuning Inop. Messages.	
-25-03	Synthetic Vision System (SVS) (Including Flight Path Vector) (Proline FUSION Equipped Airplanes)	D	2	0	May be inoperative. NOTE: PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, SVS Degraded Alt, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway, SVS Fail, and FPV Fail messages may be displayed.	
-01	SVS Databases (High Resolution Terrain, Runway/Airport, Obstacle)	D	2	0	May be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	VHF Navigation Systems					
-01	VOR	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02	ILS					
-01	Localizer	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02	Glideslope	C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-03	Marker Beacon System	C	-	0	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-42-00	Weather Radar	C	1	0	As required by 14 CFR operating rule.	
					NOTE: WXR Fault, Turb Fault, Auto Fault, or Ctrl Fault amber messages may be displayed.	
-01	WXR Tilt Single Knob Panel System (SKP) (Proline FUSION Only)	C	2	1	One may be inoperative.	
-02	Radar Antenna Gyro Stabilization	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative. 	
-03	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by 14 CFR)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	Glideslope Deviation(s) (Mode 5)	B	-	0		
-05	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR operating rule, and b) Alternate procedures are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by 14 CFR) (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-07 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	1		
-04	Terrain Displays	B	-	0		
-05 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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4. REMARKS OR EXCEPTIONS

34. Navigation

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Class B TAWS Equipment Required by Operating Rule (Cont'd)					
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
-05 ***	Airspace Selection Function	C	-	0		
-44-03 ***	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	May be inoperative.	
-45-00	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-01		C	-	0	(M) May be inoperative provided: a) Not required by operating rule 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-45-20 ***	Traffic Advisory System (TCAD/TAS)	D	-	0		
-45-30 ***	Skywatch Traffic Advisory System	D	-	0		
-50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-51-01	Distance Measuring Equipment (DME) Systems	C	-	0	May be inoperative provided operations do not require its use.	
-01		C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.	
-02		D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-51-02	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided procedures do not require its use.	
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-01		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-02		B	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative, and d) Aircraft is not operated RVSM. 	
-03 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR)	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection. 	

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PAGE NO. 34-12

DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
-01	ADS-B System	B	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by operating rule. NOTE: Any ADS-B function that operates normally may be used.	
-01		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by operating rule. NOTE: Any ADS-B function that operates normally may be used.	
-02		C	-	1	One may be inoperative. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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PAGE NO. 34-13

DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series**TABLE KEY**

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-02 ***	ADS-B Out Extended Squitter Transmissions					
-01		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
-02		C	-	1	One may be inoperative.	
-03		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
-60-10	Flight Management System (Aircraft Integrated Systems)				NOTE: Navigation functions and systems identified as FMS that provide only navigation functions are deferred with area navigation.	
-01		C	-	1	May be inoperative provided operations do not require its use.	
-02		A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cycles.	

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PAGE NO. 35-1

DATE: 12/11/2023

AIRCRAFT:

Textron Aviation Model 90 Series

TABLE KEY

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

35. Oxygen

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

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DATE: 12/11/2023

AIRCRAFT:

Textron Aviation Model 90 Series

TABLE KEY

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

35. Oxygen

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

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Instrument Air Valve	C	2	1	(O) One may be inoperative provided: a) Affected Valve remains selected INSTR & ENVIR OFF, b) Affected Valve is verified closed prior to each Takeoff, and c) Aircraft is not operated in known or forecast icing conditions.	
-20-00	Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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PAGE NO. 38-1

DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
<p>-30-00 ***</p>	<p>Lavatory Waste Systems (Electric Toilet)</p>	<p>C</p>	<p>1</p>	<p>0</p>	<p>Individual components may be inoperative provided:</p> <ol style="list-style-type: none"> a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE". 	<p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p>

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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45. Central Maintenance System

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

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PAGE NO. 46-1

DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.	
-01 ***	Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02 ***	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.	
-03 ***	Data Connectivity	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-04 ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.	

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DATE: 12/11/2023

AIRCRAFT:

Textron Aviation Model 90 Series

TABLE KEY

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

46. Information Systems

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

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DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series

TABLE KEY

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

46. Information Systems

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

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DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-20	File Server Application (FSA) (Proline FUSION FSA-5000) (Cont'd)					
-03	Electronic Checklist System	C	3	0	May be inoperative provided an alternate copy of the checklist is available to the crew. NOTE: The following checklist messages may be displayed: Checklist Not Available.	
-04	Data Link System (VDL)	D	-	0	May be inoperative provided alternate procedures are established and used for affected information. NOTE 1: The following CAS Messages may be displayed: Data Link Fail (amber), Data Link Inop (cyan), or Data Link Lost (cyan). NOTE 2: The following white message may be displayed: Datalink Not Available to ECDU.	
-40-10	Right Cursor Control Panel System (Proline FUSION Only)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation. NOTE 2: CCP 2 Inop amber CAS message may be displayed.	

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DATE: 12/11/2023

AIRCRAFT:
Textron Aviation Model 90 Series

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-40-11	Multifunction Keypad Panel (MKP) (Proline FUSION Only)	B	1	0	May be inoperative provided: a) Touchscreen is operative on PFD1, MFD, and PFD2, and b) Both CCPs are operative and alphanumeric entry is done through CCP.	
					NOTE: MKP Inop CAS Message may be displayed.	
-40-12	Baro Single Knob Panel (SKP) (Proline FUSION Only)	C	2	1	(O) May be inoperative provided Baro is in SYNC Mode on the Display Setup Page of the system menu.	
-40-20 ***	Information Management System (IMS-3500) (Proline FUSION Equipped Airplanes)	D	-	0	May be inoperative.	
-01 ***	Wi-Fi Adapter (Proline FUSION Equipped Airplanes)	D	-	0	May be inoperative.	

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Entrance Door Snubber System	C	1	0		
-60-01	Airstair Door Cable Cover(s)	D	1	0	May be missing.	
-70-03	Cabin Door Warning Light				Moved to ATA 31 Rev 14.	

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Propeller Synchrophaser/ Synchronizer System	C	1	0		
-02	Propeller Synchroscope	C	1	0		
-23-01	Autofeathering System (Except C90GT & C90GTi)	C	1	0		
-23-02	RVS NOT READY/ PROP REV NOT READY Annunciator				Moved to ATA 31 Rev 14.	

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Fuel Flow Indicators	B	2	1	(M) One may be inoperative provided both fuel quantity indicating systems are operative	
-31-02 ***	Shadin Fuel Flow Indicator	D	-	0	May be inoperative.	

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DATE: 12/11/2023

<p>AIRCRAFT: Textron Aviation Model 90 Series</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Engine Trend Condition Monitoring System	D	1	0		
-12-01	Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.	
-14-01	Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.	