



Transport
Canada

Transports
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TRANSPORT CANADA MMEL SUPPLEMENT

TO

BEECHCRAFT MODEL 90 SERIES: 65-90/65-A90/B90/C90/E90/C90A/C90GT/C90GTi MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:

2BE2FBE348AE416...

Andreas Hartono

A/ Chief Flight Test

**Chief, Flight Test
National Aircraft Certification
for Minister of Transport**

**January 12, 2024
Revision: 05**

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Oct. 15, 1997	I, II, III, IV, V, 22-1, 23-1, 26-1,31-1, 33-1, 35-1	
01	May 08, 2003	All	
02	Oct. 07, 2004	I, II, III, IV, V, 23-1, 25-1, 25-4, 34-1, 34-2, 34-3, 34-4, 34-5	
03	Dec. 17, 2014	All	
04	July 28, 2015	All	
05	Jan. 12, 2024	I thru V, 21-1, 22-1, 23-1, 23-2, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 33-1, 34-1 thru 34-7, 35-1, 35-2, 35-3	

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Reasons for Changes

General	Alignment with: <ul style="list-style-type: none">➤ FAA MMEL Revision 14➤ TC MMEL Guidance Book (GB) Revision 8
Item No.	
21-32-01	Revised Repair Interval Category of second relief case as per GB item 21-30-5.
22-10-02	Added sub-item numbering as per FAA MMEL. Revised dispatch conditions of first and second reliefs to clarify there is no change from FAA MMEL.
23-40-01	Added dispatch conditions to -01 as per GB item 23-30-1.
23-50-01	Revised as per GB item 23-50-3.
23-62-00	Moved to ATA 25 as per FAA MMEL.
23-70-01	Added sub-item numbering as per FAA MMEL. Added -04 to -07.
25-10-04	Renumbered and reformatted in alignment with FAA MMEL. -04 as per GB item 25-10-2.
25-20-01 (old)	Passenger Seats item: removed from TC MMEL Supplement as item has been previously deleted.
25-20-01	Renumbered from 25-20-02 as per FAA MMEL. Revised as per GB item 25-20-1.
25-40-00	Renumbered from 25-40-02 as per FAA MMEL.
25-60-01	Renumbered as per FAA MMEL (formerly 25-60-01-01). Dispatch conditions as per GB item 25-60-4.
25-60-02	Renumbered as per FAA MMEL (formerly 25-60-01-02). Dispatch conditions as per GB item 25-60-3.
25-60-03	Renumbered as per FAA MMEL (formerly 25-60-01-03). Dispatch conditions as per GB item 25-60-2.
25-62-01	New item as per GB item 25-60-1.
26-22-01	New item as per GB item 26-20-4.
30-20-01	Renumbered from 30-30-01 as per FAA MMEL.
31-20-00	Renumbered from 31-20-01 as per FAA MMEL.
31-30-01	Revised as per GB item 31-30-1. Added -06.
33-10-01	Revised item title as per FAA MMEL. Revised Repair Interval Category of second relief as per GB item 33-10-1. Reformatted with sub-items -01 and -02. Sub-item -01 refers to the single dispatch case in the FAA MMEL.
33-40-10	New item as per GB item 33-40-1.
33-40-20	New item as per GB item 33-40-1.
33-40-50	Renumbered from 33-40-05 as per FAA MMEL. Reformatted with sub-items -01 and -02. Revised dispatch conditions.
34-13-00	Revised item number and title as per FAA MMEL. Reformatted with sub-items -01 and -02. Revised -02 as per GB item 34-10-3.

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Reasons for Changes (cont'd)

Item No.

34-22-01	Revised item number from 34-44-02 as per FAA MMEL and deleted. Refer to FAA MMEL.
34-23-01	Reformatted with sub-item numbering. Revised Number Installed and Number Required of -03.
34-24-00	Revised item number and title as per FAA MMEL. Reformatted with sub-item numbering.
34-24-01	Renumbered from 34-22-01 as per FAA MMEL and deleted. Refer to FAA MMEL.
34-25-00	Revised item number as per FAA MMEL and deleted. Refer to FAA MMEL.
34-30-01	New item combining former items 34-31-01, 34-32-01, and 34-34-01. Relief as per GB item 34-50-1.
34-42-00	Revised item number and title as per FAA MMEL. Added Note and sub-items as per FAA MMEL.
34-44-00	Split former item 34-44-01 (applicable to Class A and Class B TAWS) into two separate items to align with FAA MMEL numbering: 34-44-00 applicable to Class A and 34-44-01 applicable to Class B. Relief as per GB item 34-40-2.
34-44-01	Split former item 34-44-01 (applicable to Class A and Class B TAWS) into two separate items to align with FAA MMEL numbering: 34-44-00 applicable to Class A and 34-44-01 applicable to Class B. Relief as per GB item 34-40-2.
34-51-01	Revised item title as per FAA MMEL. Revised dispatch conditions as per GB item 34-50-1.
34-51-02	Renumbered from 34-55-01 as per FAA MMEL. Revised dispatch conditions as per GB item 34-50-1.
34-57-01 (old)	Former item 34-57-01 applicable to Area Navigation. Removed from TC MMEL Supplement as the item has been previously deleted.
34-61-01 (old)	Former item 34-61-01 applicable to Navigation Databases. Removed from TC MMEL Supplement as the item has been previously deleted.
35-10-00	Renumbered from 35-30-01 as per FAA MMEL. Added "(PBE)" to item title.
35-20-00	New item as per GB item 35-20-1.
35-20-01	Renumbered from 35-30-10 and revised item title as per FAA MMEL.

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BEECHCRAFT MODEL 90 SERIES

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA-Approved MMEL for the Beechcraft Model 90 Series.

This MMEL Supplement must be used in conjunction with the FAA-Approved MMEL (Revision No. 14 or later applicable revision).

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

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

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

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

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

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

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						4.	Remarks or Exceptions
21 AIR CONDITIONING							
32-01 Cabin Rate of Climb Indicator C			1		0		No change from FAA MMEL
			C	1	0	(O)	May be inoperative for unpressurized flight.

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System & Sequence Numbers		1.	2.	Number Installed	
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22	AUTO FLIGHT				
10-02	Yaw Damper (Except Winglet STC #SA02054SE)	C	1	0	No change from FAA MMEL
-01	(Winglet STC #SA02054SE only)	C	1	0	No change from FAA MMEL
-02	(STC #SA01456WI-D only)	C	1	0	(M)(O) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric elevator trim is considered inoperative.

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23 COMMUNICATIONS					
40-01 Passenger Address System					
-01 Passenger Configuration	C	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		No change from FAA MMEL
-50-01 Flight Deck Headsets Earphones / Headphones and Boom Microphones					
-01 Headset Boom Microphones					
CVR Required to Record Boom Microphone	A	-	0		May be inoperative for three flight days provided associated hand microphone is installed and operates normally.
CVR Not Required to Record Boom Microphone	D	-	0		May be inoperative.
-02 Headset Earphones / Headphones	C	-	1		No change from FAA MMEL
	D	-	-		Any in excess of those required by regulations may be inoperative.
-03 Active Noise Canceling / Reduction Function	D	-	0		No change from FAA MMEL

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			4. Remarks or Exceptions		
23 COMMUNICATIONS					
62-00 Emergency Locator Transmitter (ELT)					Moved to ATA 25
70-01 Cockpit Voice Recorder (CVR)					
-01 With Flight Data Recorder (FDR) Installed	A	1	0		No change from FAA MMEL
-02 Without Flight Data Recorder (FDR) Installed	A	1	0		No change from FAA MMEL
-03 If CVR not required by regulations	D	1	0		May be inoperative.
-04 to -07					No change from FAA MMEL

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25	EQUIPMENT / FURNISHINGS				
10-04	Flight Crew Seat				
-01	Armrest	C	-	0	No change from FAA MMEL
-02	Shoulder Harness	B	2	1	No change from FAA MMEL
-03	Lumbar Support	C	-	0	No change from FAA MMEL
-04	Seat Adjustment	C	-	0	(M) May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Egress is not impaired.
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 NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
40-00	Exterior Lavatory Door Ashtrays	A	1	0	May be missing or inoperative for 10 calendar days.
60-01 ***	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.

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25	EQUIPMENT / FURNISHINGS						
60-02 ***	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.	
60-03	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: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.	
-01	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: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, and c) An inventory is taken on the content of the kit prior to departure.	

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25	EQUIPMENT / FURNISHINGS				
62-01	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELTs	D	-	-	No change from FAA MMEL
-02	Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date the ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
-03	Remote Switch ***	D	1	0	No change from FAA MMEL
-04	Indicator Light ***	D	-	0	
-05	Aural Alarm ***	D	-	0	

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System & Sequence Numbers	1.	2.	Number Installed	
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26 FIRE PROTECTION				
22-01 Portable Fire Extinguisher	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/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 members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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				4.	Remarks or Exceptions
27	FLIGHT CONTROLS				
20-10	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) The rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.

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System & Sequence Numbers	1.	2.	Number Installed	
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30 ICE & RAIN PROTECTION				
20-01 Pitot Heaters	B	2	1	Right heated pitot tube may be inoperative provided: <ul style="list-style-type: none"> 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.

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					4.	Remarks or Exceptions
31	INDICATING / RECORDING SYSTEMS					
20-00	Clock with Sweep Second Hand, or Electric Digital Clock	C	-	0		Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
30-01 ***	Flight Data Recorder (FDR) System					
-01	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.
-02	FDR only required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.
-03	FDR not required by regulations	D	1	0		
-04	FDR Recording Parameters required by regulations	A	-	-		Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
-05	FDR Recording Parameters not required by regulations	A	-	-		May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
-06	Underwater Locator Device (ULD)	D	-	0		May be inoperative or missing provided device is not required by operating rule.

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33 LIGHTS				
10-01 Cockpit and Instrument Lighting				
-01	C	-	-	No change from FAA MMEL
-02	C	-	0	May be inoperative for day operations.
40-10 Taxi Light				
-01	C	1	0	May be inoperative provided both Landing Lights are operative.
-02	C	1	0	May be inoperative for day operations.
40-20 Landing Lights				
-01	C	2	1	One may be inoperative provided Taxi Light is operative.
-02	C	2	0	May be inoperative for day operations.
40-50 Anti-Collision Beacon Light System				
-01	C	1	0	May be inoperative provided the strobe light system is installed and operative.
-02	C	1	0	May be inoperative for day operations
50-10 Internal Emergency Lighting System		1	1	Must be operative.
	C	-	-	Individual light bulbs, etc. may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.

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34 NAVIGATION					
13-00 Mechanical Vertical Speed Indicators (Except Proline 21 or Proline FUSION equipped aircraft)					
-01	C	2	1		For single pilot operations, the operative VSI must be on the side of the aircraft of the pilot flying.
-02	C	2	0		One or both may be inoperative for day VFR.
22-01 Radar Altimeter					Deleted in Revision 5 Refer to FAA MMEL
23-01 Non-Stabilized Magnetic Compass					
-01	B	1	0		No change from FAA MMEL
-02	B	1	0		May be inoperative provided: a) Any combination of two gyro or IRU / AHRS stabilized compass systems are operative, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the enroute portion of the flight, or one of the navigation systems is a TSO'd GPS which provides track information.
-03	C	1	0		No change from FAA MMEL

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34	NAVIGATION				
24-00	Gyroscopic Rate of Turn / Slip Skid Indicators (Except Proline 21 and Proline FUSION equipped aircraft)				
-01	B	2	1		One may be inoperative on the pilot not- flying side.
-02	C	2	0		Both may be inoperative for day VFR. NOTE: Does not include VFR OTT.
24-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)				Deleted in Revision 5 Refer to FAA MMEL
25-00	Flight Director (Except Proline 21 equipped)				Deleted in Revision 5 Refer to FAA MMEL
25-11	Multi Function Display (MFD) Controller (GCU 475) (FAA STC SA01456WI-D)	A	1	0	(M)(O) May be inoperative for three flight days provided both PFDs operate normally and weather radar is considered inoperative.

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34 NAVIGATION				
30-01 VHF Navigation Systems				
-01 VOR	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-02 ILS				
-01 Localizer	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-02 Glideslope	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-03 Marker Beacon System				
-01	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-02	D	-	-	May be inoperative provided procedures do not require its use.
42-00 Weather Radar	D	1	0	Any in excess of those required by regulations may be inoperative. NOTE: No change from FAA MMEL
-01 thru -03				No change from FAA MMEL

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34	NAVIGATION						
44-00	Terrain Awareness and Warning System (TAWS) (Class A)						
-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 three flight days.	
-01	Modes 1 to 4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
-02	Test Mode	A	1	0	(O)	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1			
		B	-	0		May be inoperative.	
-04	Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	

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34 NAVIGATION					
44-00 Terrain Awareness and Warning System (TAWS) (Class A) (cont'd)					
-01 Ground Proximity Warning System (GPWS) (cont'd)					
-05 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.
-02 Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		May be inoperative.
-03 Terrain Displays	C	-	1		
	B	-	0		May be inoperative.
-04 Runway Awareness & *** Advisory System	C	1	0		May be inoperative.
TAWS Class A Not Required	C	-	0		May be inoperative. NOTE: Any mode that operates normally may be used.

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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
34	NAVIGATION						
44-01	Terrain Awareness and Warning System (TAWS) (Class B)						
-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 three flight days.	
-01	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.	
-02	Test Mode	A	1	0	(O)	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.	
-03	Modes 2, 4, and 5 ***	C	3	0		May be inoperative.	
-04	Advisory Callouts ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
-05	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.	

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				4. Remarks or Exceptions
34 NAVIGATION				
44-01 Terrain Awareness and Warning System (TAWS) (Class B) (cont'd)				
-02 Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
-03 Terrain Displays ***	C	-	0	May be inoperative.
-04 Runway Awareness & *** Advisory System	C	1	0	May be inoperative.
TAWS Class B Not Required	C	-	0	May be inoperative. NOTE: Any mode that operates normally may be used.
51-01 Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by regulations may be inoperative.
51-02 Automatic Direction Finder (ADF)	D	-	-	Any in excess of those required by regulations may be inoperative.

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			4.	Remarks or Exceptions
35 OXYGEN				
10-00 Protective Breathing *** Equipment (PBE)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The 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.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
35 OXYGEN							
-20-00 Passenger Oxygen System							
-01 With Cabin Occupants	B	1	0	(O)	May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 ft above MSL, b) Pressurization system is operative, c) Flight remains at or below FL 250, d) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and e) Passengers are appropriately briefed.		
-02 Without Cabin Occupants	C	1	0		May be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.		
-03 Passenger Oxygen Mask	D	-	0		No change from FAA MMEL		
-04 All Cargo Operations	D	1	0		May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed 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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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35 OXYGEN				
20-01 Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The 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.