



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BEECH MODEL 200 SERIES AND F-90

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:

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A/ Chief Flight Test

Chief, Flight Test
National Aircraft Certification
for Minister of Transport

Apr. 30, 2025

Revision: 10

Canada 

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**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: I
Revision: 10
Apr. 30, 2025**

BEECH MODEL 200 SERIES AND F-90

List of Effective Pages

Title Page

List of Effective Pages

I Revision 10 Apr. 30, 2025

II Revision 10 Apr. 30, 2025

Log of Revisions

III Revision 10 Apr. 30, 2025

Reasons for Changes

IV Revision 10 Apr. 30, 2025

Introduction

V Revision 10 Apr. 30, 2025

Pages

21-1 Revision 10 Apr. 30, 2025

21-2 Revision 10 Apr. 30, 2025

23-1 Revision 10 Apr. 30, 2025

23-2 Revision 09 Aug. 24, 2023

25-1 Revision 10 Apr. 30, 2025

25-2 Revision 09 Aug. 24, 2023

25-3 Revision 09 Aug. 24, 2023

25-4 Revision 10 Apr. 30, 2025

26-1 Revision 10 Apr. 30, 2025

28-1 Revision 10 Apr. 30, 2025

30-1 Revision 10 Apr. 30, 2025

31-1 Revision 09 Aug. 24, 2023

33-1 Revision 10 Apr. 30, 2025

33-2 Revision 10 Apr. 30, 2025

34-1 Revision 09 Aug. 24, 2023

34-2 Revision 10 Apr. 30, 2025

34-3 Revision 09 Aug. 24, 2023

34-4 Revision 09 Aug. 24, 2023

34-5 Revision 09 Aug. 24, 2023

34-6 Revision 09 Aug. 24, 2023

34-7 Revision 09 Aug. 24, 2023

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: II
Revision: 10
Apr. 30, 2025**

BEECH MODEL 200 SERIES AND F-90

List of Effective Pages (cont'd)

Pages	35-1	Revision 09	Aug. 24, 2023
	35-2	Revision 10	Apr. 30, 2025
	35-3	Revision 09	Aug. 24, 2023

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: III
Revision: 10
Apr. 30, 2025**

BEECH MODEL 200 SERIES AND F-90

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Apr. 13, 1993	All	
01	May 24, 1996	I, II, III, IV, V, 23-1, 25-1, 30-1, 31-1, 33-1, 34-1	
02	Dec. 04, 2002	I, II, III, IV, V, 28-1	
03	Jan. 09, 2003	All	
04	Jan. 24, 2003	I, II, III, IV, V, 23-1, 23-2, 23-3	
05	Feb. 13, 2003	I, II, III, IV, V, 21-1	
06	Mar. 11, 2004	I, II, III, IV, V, 23-2, 23-3, 25-1, 25-2, 25-3, 26-1, 26-2, 26-3, 26-4, 27-1, 28-1, 33-1, 34-1, 34-3, 34-4, 35-1, 35-2	
07	Sep. 22, 2004	I, II, III, IV, V, 28-1, 34-6	
08	Jan. 13, 2011	I, II, III, IV, V, VI, VII, VIII, 21-1, 22-1, 23-1, 23-2, 23-3, 25-1 to 25-5, 26-1 to 26-6, 30-1, 31-1, 33-1, 33-2, 34-1 to 34-8, 35-1, 35-2, 38-1	
09	Aug. 24, 2023	All	
10	Apr. 30, 2025	I – V, 21-1, 21-2, 23-1, 25-1, 25-4, 26-1, 28-1, 30-1, 33-1, 33-2, 34-2, 35-2	

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: IV
Revision: 10
Apr. 30, 2025**

BEECH MODEL 200 SERIES AND F-90

Reasons for Changes

21-10-01	Added (M)(O) to sub-items to match FAA MMEL.
23-12-01	Revised # required from 2 to 1.
23-40-04	Added (O) to sub-item -01 to match FAA MMEL.
23-40-06	Added (O) to match FAA MMEL.
25-62-01	Added (M) to sub-item -03 to match FAA MMEL.
26-11-00	Added (M)(O) to match FAA MMEL.
33-20-01	Added to TCS to correct proviso in sub-item -02 of the FAA MMEL.
33-20-03	Added (O) to sub-item -01 to match FAA MMEL.
34-23-01	Added (O) to match FAA MMEL. X 2
35-20-00	Added (M) to sub-item -03 to match FAA MMEL.

**TRANSPORT CANADA
Master Minimum Equipment List
Supplement**

**Page: V
Revision: 10
Apr. 30, 2025**

BEECH MODEL 200 SERIES AND F-90

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA approved MMEL for the Beech Model 200 Series and F-90.

This MMEL Supplement must be used in conjunction with the FAA approved MMEL (Revision 15 or later applicable revision).

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

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

The FAA MMEL has entries where the "Remarks or Exceptions" column states "as required by 14 CFR". 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 and symbols as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155E).

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 10		Page:	
BEECH MODEL 200 SERIES AND F-90				Date: Apr. 30, 2025		21-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21 AIR CONDITIONING							
-10-01 Cabin Pressurization System							
-01	Analogue	C	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Aircraft is operated at 10,000 ft cabin pressure altitude or below, and c) Oxygen system is used as required by operating regulations.	
-02	Analogue	C	1	0	(M)(O)	No change from FAA MMEL.	
-03	Digital 6.5 PSI Pressurization System (BY-393 and on, and BZ-3 and on)	C	1	0	(M)(O)	No change from FAA MMEL.	
-04	Digital 6.5 PSI Pressurization System (BY-393 and on, and BZ-3 and on)	C	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Aircraft is operated at 10,000 ft cabin pressure altitude or below, and c) Oxygen system is used as required by operating regulations. NOTE: An amber PRESS CTRL FAIL CAS message will display until item corrected.	
-05	Safety Valve (Dump)	C	1	0	(M)(O)	No change from FAA MMEL.	
-06	Outflow Valve	C	1	0	(M)(O)	No change from FAA MMEL.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90				Revision No. 10 Date: Apr. 30, 2025		Page: 21-2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
-30-01	Analogue Differential Pressure/Cabin Altitude Indicator						
-01	Cabin Differential Pressure Indication	C	1	0	(O)	May be inoperative provided: a) Cabin altitude indication is operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.	
		C	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 ft MSL.	
-02	Cabin Altitude Indication	C	1	0	(O)	May be inoperative provided: a) Cabin differential pressure indication is operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
		C	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 ft MSL.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90				Revision No. 10 Date: Apr. 30, 2025		Page: 23-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
23 COMMUNICATIONS						
-12-01	Very High Frequency (VHF & UHF) Communication System	D	-	1		No change from FAA MMEL.
-01 ***	VHF Datalink (VDL)	D	-	0		No change from FAA MMEL.
-40-04	Passenger Address (PA) System					
-01	Passenger Configuration	C	1	0	(O)	No change from FAA MMEL.
-02	Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.
-40-06 ***	Recorded Passenger Briefing System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
-01	All Cargo Operations	D	1	0		May be inoperative provided all crew members are on the flight deck.
-50-01	Cockpit Speaker System (Includes Audio Amp.)	C	2	0		May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90				Revision No. 09 Date: Aug. 24, 2023		Page: 23-2
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
23	COMMUNICATIONS					
-70-01	Cockpit Voice Recorder (CVR)					
-01	If CVR and FDR required by regulations	A	1	0		May be inoperative provided: a) Flight Data Recorder operates normally, and b) Repairs are made within three flight days.
-02	If only CVR required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.
-03	If CVR not required by regulations	D	1	0		
-04 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-05	Underwater Locator Device (ULD)	D	1	0		No change from FAA MMEL.
-06 ***	Datalink Recording (Datalink Recording Not Required)	C	1	0		No change from FAA MMEL.
-07	Datalink Recording (Datalink Recording Required)	A	1	0		No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 10 Date: Apr. 30, 2025		Page: 25-1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25 EQUIPMENT/ FURNISHINGS					
-10-04 Flight Crew Seat					
-01 thru -03					No change from FAA MMEL.
-04 Seat Adjustment		C	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, and c) Position of the affected Seat(s) is/are acceptable to the flight crew.
-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. NOTE: Exterior lavatory door ashtrays are not considered NEF items.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90			Revision No. 09 Date: Aug. 24, 2023		Page: 25-2
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
-40-00 ***	Exterior Lavatory Door Ashtrays				
-01	Airplanes with more than one Exterior Lavatory Door Ashtray installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 calendar days.
		A	-	-	More than 50 percent may be missing or inoperative for 3 calendar days.
-02	Airplanes with only one Exterior Lavatory Door Ashtray installed	A	1	0	May be missing or inoperative for 10 calendar days.
-60-01 ***	Automated External Defibrillator (AED) and/or Associated Equipment	D	-	-	(O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
-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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 09		Page:	
BEECH MODEL 200 SERIES AND F-90				Date: Aug. 24, 2023		25-3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
25	EQUIPMENT/ FURNISHINGS						
-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, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 10 Date: Apr. 30, 2025		Page: 25-4	
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
-62-01	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELTs	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-02	Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
		D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-03	Remote Switch	D	1	0	(M) No change from FAA MMEL.

-04	Indicator Light	D	-	0	

-05	Aural Alarm	D	-	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:					Revision No. 10		Page:	
BEECH MODEL 200 SERIES AND F-90					Date: Apr. 30, 2025		26-1	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
26			FIRE PROTECTION					
-11-00 ***			Lavatory Smoke Detection System	C	-	-	(M)(O) No change from FAA MMEL.	
				D	-	0	Any in excess of that required by regulations may be inoperative.	
-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.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 10		Page:	
BEECH MODEL 200 SERIES AND F-90				Date: Apr. 30, 2025		28-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
28 FUEL							
-25-00 Transfer Fuel Tank System (LSTC # 0-LSA00-013)		D	1	0	(M)(O)	May be inoperative provided: a) Fuel is drained from both left and right transfer tanks, and b) Both tanks are verified empty prior to each departure. NOTE: If any portion of the system is inoperative, the entire transfer fuel tank system is considered inoperative.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 10 Date: Apr. 30, 2025		Page: 30-1
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
-30-01 Pitot Heaters	B	2	1	<p>Except where enroute operations require its use, one may be inoperative provided:</p> <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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90			Revision No. 09 Date: Aug. 24, 2023		Page: 31-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
31	INDICATING/ RECORDING SYSTEMS				
-20-00	Clock with Sweep Second Hand or Electrical Digital Clock	C	1	0	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
-30-01	Flight Data Recorder (FDR)				
-01	If FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
-02	If only FDR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
-03	If FDR not required by regulations	D	1	0	
-04	Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
-05	Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
-06	Underwater Locator Device (ULD)	D	-	0	May be inoperative or missing provided device is not required by operating rule.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90			Revision No. 10 Date: Apr. 30, 2025		Page: 33-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting				
-01		C	-	-	No change from FAA MMEL.
-02		C	-	0	May be inoperative for day operations.
-20-01	Cabin Lights (Excluding Cabin EXIT Signs)				
-01		C	-	-	(O) No change from FAA MMEL.
-02		C	-	0	May be inoperative for operations between sunset and sunrise provided no cabin occupants are carried.
-20-03	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)				
-01		C	-	0	(O) No change from FAA MMEL.
-02		C	-	0	No change from FAA MMEL.
-03	All Cargo Operations	D	-	0	May be inoperative provided all crew members are on the flight deck.
-40-10	Taxi Light				
-01		C	1	0	May be inoperative for day operations.
-02		C	1	0	May be inoperative provided both Landing Lights are operative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 10 Date: Apr. 30, 2025		Page: 33-2
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
33 LIGHTS				
-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 for day operations.
-02	C	1	0	May be inoperative for night operations provided white wing tip strobe lights are installed and operative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 09 Date: Aug. 24, 2023		Page: 34-1
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
34 NAVIGATION				
-00-01 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.
-13-00 Vertical Speed Indicators (VSI)				
-01	C	2	1	No change from FAA MMEL.
-02	C	2	0	One or both may be inoperative for day VFR.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90				Revision No. 10 Date: Apr. 30, 2025		Page: 34-2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
-23-01	Non-Stabilized Magnetic Compass	B	1	0	(O)	No change from FAA MMEL.	
		B	1	0	(O)	May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
		C	1	0	(O)	No change from FAA MMEL.	
-24-00	Gyroscopic Rate of Turn/ Slip Skid Indicators (Except Pro Line Fusion)						
-01		B	2	1		One may be inoperative on the pilot not-flying side.	
-02		C	2	0		One or both may be inoperative for day VFR. NOTE: Does not include VFR OTT.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 09 Date: Aug. 24, 2023		Page: 34-3
System & Sequence Numbers		1.	2.	3. Number Installed
				3. Number Required for Dispatch
				4. Remarks or Exceptions
34 NAVIGATION				
-34-00 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/ Thunderstorm Detection Equipment	D	1	0	As required by regulations. NOTE: No change from FAA MMEL.
-01 thru -04				No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90					Revision No. 09 Date: Aug. 24, 2023		Page: 34-4	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
34	NAVIGATION							
-44-00	Terrain Awareness and Warning System (TAWS) (Class A)							
-01	Ground Proximity Warning System (GPWS)	A	-	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) The GPWS is considered inoperative, and b) Repairs are made within three flight days.		
-03	Glideslope Deviation(s) (Mode 5)	C	-	1				
		B	-	0				
-04	Advisory Callouts ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.		

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 09		Page:	
BEECH MODEL 200 SERIES AND F-90				Date: Aug. 24, 2023		34-5	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
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 (Predictive) 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			
-03	Terrain Displays	C	-	1			
		B	-	0			
-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0			

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90					Revision No. 09 Date: Aug. 24, 2023		Page: 34-6	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
34	NAVIGATION							
-44-01	Terrain Awareness and Warning System (TAWS) (Class B)							
-01	Ground Proximity Warning System (GPWS)	A	-	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) The GPWS is considered inoperative, and b) Repairs are made within three flight days.		
-03 ***	Modes 2, 4 and 5	C	3	0				
-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.		

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 09 Date: Aug. 24, 2023		Page: 34-7	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				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	
-03	Terrain Displays	C	-	0	

-04	Runway Awareness and Advisory System (RAAS)	C	1	0	

-05	Airspace Selection Function	C	-	0	

-44-02	Terrain Awareness and Warning System (TAWS) (Class C)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 09 Date: Aug. 24, 2023		Page: 35-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90				Revision No. 10 Date: Apr. 30, 2025		Page: 35-2	
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	(M)	No change from FAA MMEL.	
-04	Automatic Presentation System	B	1	0		May be inoperative provided: a) The alternate flight deck deployment system is operative, and b) Flight remains at or below FL 300.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: BEECH MODEL 200 SERIES AND F-90		Revision No. 09 Date: Aug. 24, 2023		Page: 35-3
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
35 OXYGEN				
-20-00 Passenger Oxygen System (cont'd)				
-05 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.