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Date: 09/16/2008

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

For Part 91 Operations Only

MASTER MINIMUM EQUIPMENT LIST

BEECHCRAFT MODEL 200 AND F-90

Applicable Models:
200 / 200C / 200CT / 200T / A100-1 / A200 / A200C / A200CT
B200 / B200C / B200CT / B200T / B200GT / B200CGT
and
F90

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77	77-1	14	09/16/2008
79	79-1	14	09/16/2008

HIGHLIGHTS OF CHANGE

Definitions	Updated in accordance with (IAW) Policy Letter 25 (PL-25).
Guidelines	Updated.
[(O) & (M)]	
21-1,2,3,4,5	Add (O) procedure to configure and operate unpressurized.
6,7,9,18,19	
21-4	Add "Cabin" to item description.
22-1	Note added for RVSM operations.
22-2	Change Yaw Damper relief format to comply with PL-31.
22-3	Autopilot Disconnect Switch relief revised to comply with PL-93 and address Emergency Procedures requirement for Trim Interrupt Switch.
22-4	Add (O) to develop alternate procedure.
22-5,6,7	Amend applicability for equipment versus serial number.
23-2	PA System relief category and wording revised IAW PL-09.
23-3&4	Combine relief to eliminate need for (M) procedure.
23-6	Change format of Boom Microphone relief to comply with PL-31 & PL-58.
23-7	CVR relief updated IAW PL-29 and format IAW PL-31
23-9	Add clarification to Item description and change to category D
23-10	HF relief changed to comply with PL-106.
23-15	Add "Push-to-Talk Switch" to Remarks.
23-16	SELCAL relief added per PL-117.
24-2,3,5	Revise applicability for GT serial numbers.
24-4	Delete relief for DC Load Meters because are need for Emergency and Abnormal Procedures IAW PL-63.
24-8	Add Remarks to EFIS Standby Power because it is essential to EFIS operation when it is installed.
24-11,12	Add "Caution Lights" to annunciator description in Remarks.
25-2	Passenger Seat relief added IAW with PL-79.
25-4	Emergency Medical Equipment relief updated IAW PL-73.
25-5	Updated ELT relief IAW PL-120. Add relief for ELT Remote Switch.
25-6	PCI replaced with NEF relief IAW PL-116.
25-10	Removed "Galley" from Item Title to reflect aircraft configuration.
25-12	Cabin Storage Relief updated per PL-104.
25-13	Add "deactivated" to remarks IAW (M) procedure requirements.
25-15	Change Category for Pyrotechnic Signal & Number Required/Installed to "-"
25-16	Deleted PBE & relocate to Chapter 35 IAW PL-43.
25-18	Change Remarks wording to standard format and revise (M) procedure.
25-19	Change Number Required to "-".
25-22	Moved Airspeed Bugs to Chapter 34 with Airspeed Indicators.
26-3	Deleted Lavatory Fire Extinguisher System. Not applicable to aircraft.
26-4	Deleted NOTE 2. Not applicable to aircraft.
27-1	Add (O) procedure for checking trim tab operation.
27-2	Add (O) procedure for checking Flap operation prior to each departure.
27-3	Change format IAW PI-31 and MMEL consistency.
27-4	Change Remarks format and add deactivation of Electric Pitch Trim.
27-4-3	Add Remarks and (M) procedure to deactivate Electric Pitch Trim.

HIGHLIGHTS OF CHANGE

28-1	Add NOTE to see AFM Limitations, Revise Remarks to correlate to AFM Limitations and Procedures and add (M) to deactivate affected pump.
28-2 & 3	Deleted specific items and combined relief with Aux. Fuel Transfer System.
28-5	Add (M) procedure to ensure sending unit does not leak or obstruct flow.
28-6	Add requirement for operative Fuel Flow Indicators to Remarks.
28-7	Reformat Aux. Fuel Transfer Systems to combine relief in single item.
28-8	Move Fuel Flow Indicators to Chapter 73.
28-9	Add (M) procedure and change Remarks to account for next failure.
28-10	Delete Fuel Management Function due to lack of acceptable failure mode.
30-5-1	Add relief for Pitot Heat Annunciator
30-10-1-a	Correct format IAW PL-31 to remove NOTE and add applicability.
30-10-2-a	Correct format IAW PL-31 to remove NOTE and add applicability.
30-10-2-b	Remove model applicability because possible installation on all models
30-10-2-c	Add model applicability by serial number because of change in type design.
30-12	Add relief for Electric Inlet Boot Heaters.
31-3	Flight Data Recorder relief updated IAW PL-87.
31-4	Relocate Master Caution Annunciators from Chapter 33.
31-5	Relocate Master Warning Annunciators from Chapter 33.
31-6	Relocate Unassigned Annunciators from Chapter 33.
31-7	Add relief for Engine Trend Monitor systems.
32-3	Add number installed and number required to clarify applicability
32-5	Change Remarks to specify interval to check hydraulic oil level.
32-6	Change Remarks to include operative Down Lock Release Button.
33-1	Update Cabin Lighting System to establish minimum lighting.
33-9	Wing Ice Light(s) relief updated IAW PL-72 and AD for Wing Icing Lights.
33-12	Delete and relocate Master Caution Annunciators to Chapter 31.
33-14	Delete "NOTE: Refer to Item 33-3".
33-15	Delete and relocate Master Warning Annunciators to Chapter 31.
33-16	Delete and relocate Unassigned Annunciators to Chapter 31.
34-1,2,3	Change applicability to specific configuration in Remarks and format Remarks to incorporate NOTE. Add RVSM NOTE to 34-1
34-4	Change applicability to equipment. Change Remarks and Add NOTE.
34-5	Change applicability to equipment. Remove relief for left side Heading Indicator to comply with PL-30.
34-6	Change Remarks for second relief to day VFR.
34-7	Update ATC Transponder relief IAW PL-76. Add RVSM NOTE.
34-8	Update Navigation descriptor to current available equipment.
34-10	Change applicability to equipment description.
34-10-1,2	Add (O) procedure for determining MPU is operative.
34-12	Change Flight Director Remarks to reference approach procedures.
34-13	Correct Radar Altimeter format and Remarks for affected systems. Add (M) and (O) Procedures.
34-16,17	Correct format IAW PL-31.
34-18	Add NOTE regarding RVSM.

HIGHLIGHTS OF CHANGE

34-19	Delete Speed Control Indicator due to lack of acceptable failure mode.
34-20-2	Corrected Remarks format IAW PL-31 and incorporate NOTE into Remarks
34-21	Add AHRS to Remarks.
34-22	TCAS II relief updated to comply with PL-32.
34-23	TCAS I relief updated to comply with PL-32.
34-24	Relief updated IAW PL-54 to incorporate TAWS.
34-27	Standby Attitude Indicator relief changed to comply with PL-111. Remove ***
34-29 & 30	Revise Navigation Database Remarks to account for RNAV terminal operations.
34-32	Change Moving Map Display relief to Independent Multi-Function Display to incorporate additional affected systems and functions.
34-33	Update Windshear IAW PL-67.
34-34	Update Windshear IAW PL-67.
34-36 & 37	Deleted due to variation in installation making applicability indefinable.
34-38	Deleted relief for PFD, aircraft limitations require both PFDs be operative.
35-1	Add NOTE to oxygen relief.
35-4	Protective Breathing Equipment relief added per PL-43.
46-1	Electronic Flight Bag and IFIS-5000 relief added.
52-1	Add passenger briefing to Remarks for Cabin Door Warning Light.
61-4	Correct applicability for autofeather and reformat remarks IAW PL-31
73-1	Add Chapter 73 with relief for Fuel Flow Indicators with (M) procedure.
77-1 & 2	Remove ***
79-1	Remove ***

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DEFINITIONS		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE BEECH AIRCRAFT MODEL 200 / F90 AIRCRAFT.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

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25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE Effective 07/05/1990		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) [NEW Section 91.213(a)(2)]. It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) [NEW Section 91.213(d)], or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

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Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection [Section 91.165(c), NEW Section 91.405(c)]. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the OPEN position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-3	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the OPEN position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight
21-4,5,6	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-7	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the CLOSED position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-8	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the CLOSED position.
21-9	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the CLOSED position. (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-14	(M) Maintenance procedure to secure Air Conditioner to ensure it will not affect any other System.
21-16-1	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are CLOSED prior to each flight.

Guidelines for (O) & (M) Procedures

21-16-2	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are CLOSED prior to each flight.
21-18 & 19	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
22-1	(M) Maintenance procedure to deactivate the autopilot and ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-2	(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-3	(M) Maintenance procedure to deactivate & secure autopilot and electric trim.
22-4	(O) Procedure to establish alternate method to accomplish a go-around.
22-5	(O) Operations procedure to verify prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-6	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-7	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panel(s).
23-2-1	(O) Operations procedure to specify how passengers will be briefed for normal and emergency operation.
23-3	(O) Operations procedure to ensure aural warnings are available. NOTE: An acceptable test would be to activate the Stall Warning System.
23-10	(O) Operations procedure to ensure SATCOM Data Link System operates normally.
23-11	(O) Operations procedure to ensure passengers are briefed prior to departure.
23-16	(O) Procedure to provide alternate means to maintain contact with aircraft.
23-16-1	(O) Procedure to provide alternate means to maintain contact with aircraft.
24-7	(M) Maintenance procedure to deactivate and secure the Cabin AC Power System.
24-8	(M) Maintenance procedure to disconnect and remove the Standby Battery.

Guidelines for (O) & (M) Procedures

24-9	(M) Maintenance procedure to placard and secure access to the aircraft External Power Receptacle.
24-10	(O) Operations procedure to verify connection and disconnection of External Power Supply.
24-12	(O) Operations procedure to verify Generator Bus Tie Relay is CLOSED and both DC GEN Annunciators are operative prior to departure.
25-1-1	(M) Maintenance procedure to secure the affected Arm Rest(s) in the full UP or full DOWN position.
25-1-4	(M) Maintenance procedure to secure and LOCK the affected Seat in a position acceptable to the flight crew allowing for full Flight Control movement and normal pilot visibility.
25-2-1	(M) Maintenance procedure to secure Seat in the full UPRIGHT position.
25-5-2-a	(M) Maintenance procedure to disconnect Remote Switch and verify ELT is armed.
25-10	(O) Operations procedure to ensure a sufficient number of Receptacles are available for the flight. (M) Maintenance procedure to ensure the affected Receptacle is EMPTY and secured to prevent use.
25-11	(M) Maintenance procedure to ensure inoperative Cargo Restraints are isolated from use and Cargo Loading Limits are observed for remaining restraints.
25-12	(M) Maintenance procedure to secure the affected compartment CLOSED. (M) Maintenance procedure to remove the affected compartment door(s) (O) Operations procedure to ensure crew awareness and passenger briefing regarding use of affected storage compartment.
25-12-1	(M) Maintenance procedure to ensure door latch is operable.
25-13	(M) Maintenance procedure to remove or deactivate/secure inoperative System or equipment. (O) Operations procedure to ensure crew awareness of inoperative equipment.

Guidelines for (O) & (M) Procedures

25-14	(M) Maintenance procedure to secure the System inoperative.
25-18	(M) Maintenance procedure to secure the Cockpit and/or Cabin Partition Doors / Curtains in the full OPEN position or to remove Doors / Curtains.
26-4	(O) Operations procedure to ensure Lavatory is used by crewmembers only. (M) Maintenance Procedure to ensure Lavatory Waste Receptacle is EMPTY and Door is placarded.
27-1	(O) Procedure to provide method to check trim tab for full range of motion and ensure there is no restriction to movement.
27-2	(O) Procedure to provide method to verify full flap travel and correct intermediate flap settings.
27-4 27-4-3	(M) Maintenance procedure to deactivate the Electric Trim and ensure Manual Trim is operative.
28-1	(M) Procedure to deactivated and secure affected Standby Fuel Boost Pump.
28-5	(M) Maintenance procedure to ensure there are no fuel leaks or restrictions to fuel flow associated with the Fuel Counter / Totalizer malfunction.
28-6	(O) Operations procedure to ensure the quantity and balance of fuel on board meets the regulatory requirements for the intended flight and fuel balance is maintained throughout flight.
28-9	(O) Operations procedure to ensure Standby Electric Boost Pump is turned on and verified operative. (M) Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power
30-2	(O) Operations procedure to ensure proper operation of the Anti-Ice Vanes prior to each departure. (M) Maintenance procedure to ensure the Anti-Ice Vanes are secured in the full EXTENDED position. (O) Operations procedure to ensure that Surface Temperatures and Performance Charts are considered when applicable. (M) Maintenance procedure to ensure the Anti-Ice Vanes are secured in the full EXTENDED position.

Guidelines for (O) & (M) Procedures

- 30-5-1 (O) Procedure to verify the operation of each pitot mast heat prior to each flight.
- 30-10-1-a (O) Operations procedure to ensure aircraft is not operated in visible moisture 5 degrees Celsius or below.
- (M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully EXTENDED position.
- (O) Operations procedure to ensure Engine Anti-Ice On performance data is used.
- 30-10-1-b (O) Operations procedure to ensure that is not operated in visible moisture 5 degrees Celsius or below.
- 30-10-2-a & -b (M) Maintenance procedure to ensure the Anti-Ice Vanes are secured in the fully EXTENDED position.
- (O) Procedure to ensure that Surface Temperatures and Performance Charts are considered when applicable.
- 30-10-2-c (M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully EXTENDED position.
- 31-2 (O) Operations procedure to record flight time.
- 31-7 (O) Establish alternate procedure to collect engine trend monitoring data.
- 32-1 (O) Operations procedure to prevent movement of aircraft when stopped or parked.
- 32-2 (M) Maintenance procedure to determine cause of malfunction and take appropriate action and determine Rudder Boost is not affected.
- 32-5 (M) Maintenance procedure to verify proper hydraulic fluid level prior to first flight of each day.
- 32-6 (O) Operations procedure to ensure flight crew awareness of the requirement to manually release the Down Lock Latch.
- 33-1 (O) Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations.

Guidelines for (O) & (M) Procedures

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|-----------|---|
| 33-4 | (O) Operations procedure to appropriately brief the passengers. |
| 34-2-1 | (O) Operations procedure to ensure crew awareness of specific airspeed information. |
| 34-10-1&2 | (O) Procedure to determine the Multi-Function Processing Unit is operative. |
| 34-13 | (M) Procedure to deactivate and secure the Radar Altimeter System.

(O) Alternate procedure for terrain clearance awareness and approach minimums awareness with the radar altimeter inoperative. |
| 34-18 | (O) Operations procedure to verify Autopilot and Altitude Hold is operative and enroute operations do not Altitude Alerter. |
| 34-20 | (O) Operations procedure to ensure equipment configuration and flight crew awareness of the need to manually slave Directional Gyro. |
| 34-21 | (O) Operations procedure to ensure required number of sources of magnetic heading information are available and operative. |
| 34-22 | (M) Maintenance procedure to deactivate and SECURE the System. |
| 34-22-2 | (O) Operations procedure to ensure TA ONLY Mode is selected by the crew and TA visual display and audio functions are operative. |
| 34-22-3 | (O) Operations procedure to ensure RA visual display and audio functions are operative. |
| 34-23 | (M) Maintenance procedure to deactivate and SECURE the TCAS System. |
| 34-24 | (O) Procedure to ensure pilot planning and awareness of terrain clearance. |

Guidelines for (O) & (M) Procedures

- 34-24-1 (O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.
- 34-24-1-a (O) Procedure to ensure alternate means of crew awareness with inoperative Mode(s).
- 34-24-1-b (O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.
- 34-24-1-d (O) Procedure to ensure alternate means of crew awareness with inoperative advisory callout(s).
- 34-24-1-e (O) Procedures for windshear avoidance when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
- 34-24-2 (O) Procedure to ensure alternate means of terrain awareness with inoperative FLTA/PDA Modes.
- 34-29-1 (O) Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use FMS guidance in the terminal area.
- 34-30-1 (O) Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use NMS guidance in the terminal area.
- 34-32 (O) Operations procedure must identify all systems and functions affected by the inoperative MFD specific to each installation and provide for MEL deferral of those affected systems.
- 34-33 (O) Establish alternate procedures for use when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
- 34-34 (O) Establish alternate procedures for use when Windshear Detection and Avoidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
- 35-2 (M) Maintenance procedure to ensure a qualified crew member is stationed inside the aircraft to monitor the Internal Oxygen Gauge during servicing.

Guidelines for (O) & (M) Procedures

- | | |
|------------|--|
| 35-3 | (M) Maintenance procedure to block and placard affected Seat and to block flow of oxygen from the inoperative Mask. |
| 37-2 | (O) Operations procedure to verify inoperative Valve is in the CLOSED position. |
| 46-1 | (O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form. |
| 46-1-1 | (O) Procedure to ensure adequate battery power supply for the EFB is available for the duration of the flight plus one hour or all the aeronautical information required for the flight is available in paper form. |
| 46-1-2 | (M) Procedure to secure the EFB in a useable position by other means and if unable to secure the EFB, then remove the EFB from the aircraft.

(O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form if the EFB is removed. |
| 46-1-3 | (O) Procedure to provide alternate source of information normally provided through EFB data connection. |
| 46-2-1 & 2 | (O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form. |
| 46-2-3 & 4 | (O) Procedure to provide any required information normally provided through the CMU or Third VHF Radio. |
| 52-2 | (O) Operations procedure to inspect the Cargo Door Latching Mechanism to ensure the Door is LATCHED prior to each departure. |
| 52-3 | (O) Operations procedure to inspect, using adequate Light, the Cabin Door Latching Mechanism to ensure the Door is LATCHED prior to each departure. |
| 52-4 | (O) Operations procedure to ensure crew awareness that the Cabin Door must be lowered manually to prevent damage to personnel or the aircraft. |
| 73-1 | (M) Procedure to ensure there are no fuel leaks associated with the Fuel Flow Indicator malfunction. |
| 79-1 | (O) Operations procedure to monitor corresponding Oil Pressure Gauge. |

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
1. Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.	
2. Safety Valve (Dump)	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	
3. Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	
4. Cabin Altitude Warning (ALT WARN)	C	1	0	May be inoperative for pressurized flight at or below 10,000 feet MSL.	
	C	1	0	(O) May be inoperative for unpressurized flight.	
5. Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator is operative.	
	C	1	0	(O) May be inoperative for unpressurized flight.	
6. Cabin Altitude/ Differential Pressure Indicator	C	1	0	(O) May be inoperative for unpressurized flight provided Safety Valve (Dump) is OPEN.	

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

7. Bleed Air Shutoff
Valves (Environmental)
(3 Position Switch)

C

2

1

(M) One may be inoperative in the ENVIR OFF Position for pressurized flight.

C

2

0

(M)(O) May be inoperative in the ENVIR OFF position for unpressurized flight.

8. Bleed Air Shutoff
Valves (Pneumatic
Instrument Air)
(3 Position Switch)

C

2

1

(M) One may be inoperative in the INSTR AND ENVIR OFF position.

9. Bleed Air Shutoff
Valves
(2 Position switch)

C

2

1

(M) One may be inoperative in the closed position for pressurized flight.

C

2

0

(M)(O) May be inoperative in closed position for unpressurized flight.

10. AUTOMATIC
Temperature Controller

C

1

0

May be inoperative provided MANUAL Temperature Controller is operative.

11. MANUAL Temperature
Controller

C

1

0

May be inoperative provided AUTOMATIC Controller is operative.

12. Electric Heat

C

1

0

13. Ventilation Blower

DELETED REVISION 9.

14. Air Conditioner

C

1

0

(M)

15. Aft Blower

C

1

0

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING					
16.	L or R BL AIR FAIL Annunciator System					
1)	Annunciator Fails to Illuminate	C	2	1	(O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operative into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.	
2)	Annunciator Remains Illuminated	C	2	1	(O) One may be inoperative provided: a) Environmental and instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.	
17. ***	Ground Air Cooling System	C	1	0		
18.	Bleed Air OFF Annunciator System	C	1	0	(O) May be inoperative for unpressurized flight.	
19.	Cabin Door Seal System	C	1	0	(O) May be inoperative for unpressurized flight.	
20.	Cabin Temperature Indicator System	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.	
2. Yaw Damper (200 Series except 200T with Tip Tanks or STC SA3519NM & F90 except STC SA4130NM)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 17,000 ft Pressure Altitude.	
(200T with Tip Tanks)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 7,000 ft MSL.	
(200 Series with STC SA3519NM)	C	1	0	(M)	
(F-90 with STC SA4130NM)	C	-	1	(M)	
3. Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC)	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	
	B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.	
	B	-	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.	

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	2. NUMBER INSTALLED				
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22 AUTO PILOT					
4. Autopilot Go-Around Switch	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude.	
5. Autopilot Mode Selector/Annunciator (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.	
6. Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.	
7. Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on pilot's EFIS Display or Remote Annunciator Panel.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
1. Communications System (VHF, UHF)	D	-	-		Any in excess of those required by FAR may be inoperative provided it is not powered by Emergency Power Source and not required for Emergency Procedures.
2. Passenger Address System (PA)					
1) Passenger Configuration	C	1	0		(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used..
2) Cargo Configuration	D	1	0		May be inoperative provided procedures do not require its use.
3. Cockpit Speakers System (Including Audio Amp.)	C	2	0		(O) May be inoperative provided: a) Two operative Headsets are available to the flight crew, and b) Aural warnings are available.
4. Audio Amplifiers					DELETED Rev.14, Combine with Cockpit Speakers.
5. Static Discharge Wicks	C	-	-		One Wick may be missing or broken from: 1) Each Wing (includes Aileron), 2) Each side of Horizontal Stabilizer, and 3) Vertical Stabilizer NOTE: A Maximum of three (3) Static Wicks may be broken or missing.

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
6. Boom Microphones (includes headset mic)					
1) With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) With Only Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3) Without Cockpit Voice *** Recorder Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
7. Cockpit Voice Recorder (CVR)					
1) 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.	
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
8. Passenger Call System ***	C	1	0		
9. Voice Activated Interphone System (cockpit to cabin) ***	D	1	0		

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

10. High Frequency (HF)
Communication
System

D

-

-

Any in excess of those required by FAR may be inoperative.

C

-

1

(O) May be inoperative while conducting operations that require two LRCS provided:

- a) SATCOM Voice or Data Link operates normally,
- b) Alternate procedures are established and used,
- c) SATCOM coverage is available over the intended route of flight, and
- d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.

NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

11. Recorded Passenger
*** Briefing System

D

1

0

(O) May be inoperative provided passengers are appropriately briefed prior to each departure.

12. Flight Phone System

D

1

0

13. Ground
*** Communications
Power System

D

1

0

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23 COMMUNICATIONS					
14. Push-to-Talk Switches					
1) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-in-command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.	
2) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.	
3) Aircraft Without Separate Hand Microphone Plug-In. (Second-In-Command Not Required)	C	2	1	Right side may be inoperative.	
15. Hand Held Microphone	C	2	1	Right side may be inoperative.	
	C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.	

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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
16. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.	
	D	-	0	May be inoperative provided procedures do not require its use.	

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

1. DC Generator Caution Lights

B

2

1

One may be inoperative provided corresponding Load Meter is monitored.

2. Inverters
(Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)

B

2

1

One may be inoperative for day VFR.

3. Inverters Warning Light
(Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)

B

2

1

One may be inoperative provided both Inverters are operative.

4. DC Load Meter

DELETED, Revision 14

5. AC Volt/Frequency Meter
(Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)

B

1

0

May be inoperative provided Inverter Warning Light is operative.

6. Battery Temperature
*** Indicating System

C

1

0

May be inoperative provided the Standard Battery Charge Annunciator System is operative.

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24 ELECTRICAL POWER					
7. Cabin AC Power *** System	C	-	0	(M)	
8. EFIS Standby Power	B	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC only, and b) Standby Battery is disconnected and removed.	
9. External Power System	C	1	0	(M)	
10. External Power Annunciator	C	1	0	(O)	
11. L or R GEN BUS TIE Relay (Model F90 Only)	B	2	1	One may be inoperative for day VMC operations provided both DC GEN Annunciators/Caution Lights are operative.	
12. L or GEN BUS TIE Annunciator (Model F90 Only)	B	2	0	(O) May be inoperative provided: a) Generator Bus Tie Relay is verified closed prior to each departure, and b) Both DC GEN Annunciators/ Caution Lights are operative.	

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4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
1.	Crew Seats				
1)	Arm Rests	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 flight crew.
2)	Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to the flight crew.
3)	Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.
4)	Seat Adjustment	A	-	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, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.

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25 EQUIPMENT/ FURNISHINGS					
2. Passenger Seat(s)	D	-	-		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind.</p>
1) Recline Mechanism	D	-	-		(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
	D	-	-		May be inoperative and seat occupied provided seat is immovable in the full upright position
2) Armrest	D	-	-		<p>May be inoperative or missing and Seat occupied provided:</p> <ul style="list-style-type: none"> a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an Armrest with a recline mechanism, seat is secure in the full upright position.

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25 EQUIPMENT/ FURNISHINGS					
3. Floatation Equipment ***	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
4. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	-		May be incomplete, missing, or inoperative.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-		May be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-		Any in excess of those required by FAR may be incomplete, missing or inoperative.
5. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0		May be inoperative or missing provided repairs are made within 90 days.
	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
a) Remote Switch ***	D	1	0		(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.

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25 EQUIPMENT/ FURNISHINGS					
6. 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 operators (insert name) 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.
7. Electric Toilet ***	C	1	0		
8. "Fasten Seat Belt While Seated" Sign or Placard	C	-	-		One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

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25 EQUIPMENT/ FURNISHINGS					
9. Exterior Lavatory Door *** Ashtrays					
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-		One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0		May be missing provided it is replaced within 3 calendar days.
10. Waste Receptacle *** 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.
11. 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.
	C	-	-		May be inoperative or missing provided Cargo Compartment remains empty.

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4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
12.	Cabin Storage Compartments / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is placarded "DO NOT USE", c) Any emergency equipment located in affected Compartment is considered inoperative and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed
		C	-	-	(M)(O) May be inoperative provided: a) Affected door is removed, b) Associated compartment is not used for storage of any items, except those permanently affixed, c) Associated compartment is placarded "DO NOT USE", d) Passengers are briefed that associated compartment is not used. NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.
1)	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided door latch remains operative.
13. ***	EMS Equipment	C	-	0	(O)(M) May be inoperative provided the inoperative system/component is deactivated and secured.

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25	EQUIPMENT/ FURNISHINGS				
14. ***	Smartstart Security System	C	1	0	(M)
15. ***	Pyrotechnic Signal	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
16.	Protective Breathing Device				DELETED REV.14, See Chapter 35.
17. ***	Sound Management System (Active Noise Canceling System)	D	-	0	
18. ***	Cockpit and Cabin Partition Doors/Curtains	D	-	0	May be inoperative provided door/curtain is secure in the full stowed open position.
		D	-	0	(M) Curtains may be removed or secured open by an alternate means.
19.	Flashlight/ Flightlight Holder	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
20.	Cockpit Overhead Crew Assist Straps	D	-	0	
21.	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.
22.	External Airspeed Indicator Bug(s)				DELETED Rev.14, See Chapter 34.
23. ***	Emergency Vision Assurance System (STC SA 1050WI)	C	2	0	

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26 FIRE PROTECTION					
1. Portable Fire Extinguisher	D	-	-		Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2. Engine Fire *** Extinguisher Systems	C	2	0		
1) "Push To Extinguish" Guard	A	-	-		May be broken, missing or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of System, and b) Repairs are made within one flight day.

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26 FIRE PROTECTION

3. Lavatory Fire
*** Extinguisher System

DELETED, Revision 14

4. Lavatory Smoke
*** Detection System

C

-

-

(M)(O) Lavatory Smoke Detection System may be inoperative provided:
a) Lavatory Waste Receptacle is empty,
b) Lavatory door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and
c) Lavatory is used only by crewmembers.

NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.

5. Cargo Compartment
*** Fire Detection Suppression Systems

C

-

0

May be inoperative provided Cargo Compartment remains EMPTY.

NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.

6. Fire Extinguisher "Push To Extinguish" Guard

DELETED REVISION 12. MOVED TO ATA 26-2-1.

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27 FLIGHT CONTROLS				
1. Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	3	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 is verified by visual inspection
2. 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.
3. Rudder Boost (Except 200T)	C	1	0	May be inoperative provided aircraft is not modified with STC SA2307CE.
4. Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used.
1) Trim Switches	C	-	0	NOTE: Any operative Trim Switch may be used.
2) PITCH TRIM OFF Annunciation System	C	1	0	
3) PITCH TRIM ON-OFF Switch	C	1	0	(M) May be inoperative provided: a) Electric Pitch Trim is deactivated, and b) Autopilot is not used.
5. Flap System				DELETED REVISION 12

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
1. Standby Fuel Boost Pumps	C	2	1	(M) One may be inoperative provided: a) Emergency Engine Fuels are not used, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport. NOTE: See AFM Emergency Engine Fuels Limitations.
(200 Series Only)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 20,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
(F90 Only)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 17,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
2. Motive Flow Valves				DELETED, Revision 14, See Auxiliary Fuel Transfer System
3. Jet Transfer Pumps				DELETED, Revision 14, See Auxiliary Fuel Transfer System

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4. REMARKS AND EXCEPTIONS

28 FUEL					
4. Crossfeed Light	C	1	0	May be inoperative provided proper operation of Crossfeed System is checked prior to departure.	
5. Fuel Counter/ Fuel *** Totalizer	C	1	0	(M)	
6. Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets regulatory requirements for flight, b) Both Fuel Flow Indicators are operative, and c) Procedures are established to ensure fuel balance. NOTE: Tip Tank Fuel Gauge must be operative if installed.	
7. Auxiliary Fuel Transfer Systems					
1) Automatic System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.	
2) Override System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.	
8. Fuel Flow Indicators				DELETED Revision 14, See Chapter 73	
9. Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	(M)(O) One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used.	
10. Fuel Management Function				DELETED, Revision 14	

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30 ICE AND RAIN PROTECTION					
1. Surface Deice System (Wing and Horizontal Stabilizer)	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2. Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators (200 Series Only)	C	4	2		(O) One may be inoperative on one or both sides.
	C	4	0		(M)(O) Both may be inoperative on one or both sides provided: <ul style="list-style-type: none"> a) Inertial Ice Vanes are secured in the extended position, b) Where applicable, Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
L & R ENG ANTI-ICE Annunciators (F90 Only)	C	2	0		(M) May be inoperative on one or both sides provided affected Inertial Ice Vanes are secured in the extended positions.
3. Windshield Heat	C	2	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
4. Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
5. Pitot Heaters	B	2	0	Left Heated Pitot Tube must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two Heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative.
1) Pitot Heat Annunciator ***	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.
6. Propeller Deice Systems (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7. Propeller Deice System (Manual)	C	1	0	May be inoperative provided Automatic Propeller Deice System is operative.
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
8. Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION					
9.	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
10.	Engine Inertial Ice Vanes					
1)	Engine Inertial Ice Vane Motors					
a)	Dual Motors System (200 series & F90)	C	4	2	(O) One Actuator Motor on each Intake System may be inoperative provided aircraft is not operated in visible moisture at 5 degrees Celsius or below.	
	(200 series only)	C	4	0	(M)(O) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the EXTENDED position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.	
	(F90 LA-202, LA-205 and after)	C	4	0	(M) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided Inertial Ice Vanes are secured in the EXTENDED position.	
b)	Single Motor System with Manual Backup	C	2	0	(O) The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 degree Celsius or below.	
	(Continued)					

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30	ICE AND RAIN PROTECTION				
10.	Engine Inertial Ice Vanes (Continued)				
2)	Engine Inertial Ice Vane Actuators				
a)	Dual Motor System (200 series only)	C	2	0	(M)(O) The Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the EXTENDED position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
	(F90 LA-202, LA-205 and after)	C	2	0	(M) The Actuator on the Intake System may be inoperative provided Inertial Ice Vanes are secured in the EXTENDED position.
b)	Single Motor System with Manual Extended Backup	C	2	0	(M)(O) The Manual Extend Backup Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
c)	Manual Extend System/No Motors (F90 LA-2 thru LA-204 except LA-202)	C	2	0	(M) The Manual Extend Actuator on each Intake System may be inoperative provided the Inertial Ice Vanes are secured in the extended position.

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30 ICE AND RAIN PROTECTION					
11. Propeller Deice Ammeter	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12. Electric Engine Air Inlet Lip Boot Heat	C	2	1		May be inoperative provided the aircraft is not operated in areas of visible moisture at temperatures less than 5 degrees Centigrade.

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31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR.
2.	Flight Hour Recorder	C	1	0	(O)
3.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the 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.
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31	INDICATING/ RECORDING SYSTEMS					
3.	Flight Data Recorder (FDR) System (Continued)					
1)	FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
2)	FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
3)	Operators Other Than Holders of Air Carrier or Commercial Operator Certificates	C	-	1	Any in excess of those required by FAR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
4.	Master Caution Annunciators	B	2	1	One may be inoperative.	
5.	Master Warning Annunciators	A	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.	
6.	Unassigned (---) Annunciators	D	-	0		
7. ***	Engine Trend Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.	

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32 LANDING GEAR					
1. Parking Brake	C	1	0	(O)	
2. Brake Deice System	C	1	0	(M) May be inoperative provided Rudder Boost is not affected.	
				NOTE: See AFM for Limitations.	
3. Landing Gear Position Indicator Lamps	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.	
4. Landing Gear Handle Lights	C	2	1	One Bulb may be inoperative provided all Gear Positive Lights are operative.	
5. Hydraulic Fluid Low Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.	
6. Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is operative, and b) Down Lock Release Button is operative.	

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33 LIGHTS

1. Cabin Lights Systems

C

-

-

(O) Individual lights may be inoperative provided:
a) Cabin Emergency Lighting is operative,
b) Sufficient Lighting is available for crew to perform required duties and
c) Sufficient Lighting is operative for passenger carrying operations at night.

2. Cockpit/ Flight Deck/
Flight Compartment
and Instrument
Lighting System

C

-

-

Individual Lights may be inoperative provided remaining Lights are:
a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,
b) Positioned so that direct rays are shielded from flight crewmembers eyes, and
c) Lighting configuration and intensity is acceptable to the flight crew.

3. Landing Lights

C

2

0

May be inoperative for day operations.

C

2

1

One may be inoperative for night operations provided Taxi Light is operative.

4. Passenger Notice
System (Fasten Seat
Belt-No Smoking)

C

1

0

(O) May be inoperative provided appropriate verbal briefings are given to the passengers.

5. Navigation Light
System

C

1

0

May be inoperative for day operations.

6. Anti-Collision Beacon
Light System

B

1

0

May be inoperative for day operations.

7. Strobe Light System

C

1

0

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33 LIGHTS					
8. Taxi Light	C	1	0	May be inoperative for day operations.	
	C	1	0	May be inoperative for night operations provided both Landing Lights are operative	
9. Wing Ice Lights	C	-	0	May be inoperative for day operations.	
	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require the use of Wing Ice Lights.	
***	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 the use of Wing Ice Lights.	
10. Recognition Lights ***	C	2	0		
11. Logo Light System ***	C	1	0		
12. Master Caution				DELETED, Rev.14, Moved Chapter 31	
13. Baggage Compartment Lights	C	-	0		
14. Pulselight System ***	C	1	0		

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33 LIGHTS					
15. Master Warning Annunciator					DELETED, Rev.14, Moved Chapter 31
16. Unassigned (---) Annunciators					DELETED, Rev.14, Moved Chapter 31
17. Cabin Boarding Lighting System	C	1	0		Any operable Light may be used.
18. Emergency Instrument Lights	C	1	0		May be inoperative for day VFR operations.

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34 NAVIGATION				
1. Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters 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, Air Data Display Unit(s) or Servoed Electric Altimeter(s).
2. Airspeed Indicators (Mechanical Airspeed Indicators Only)	B	2	1	NOTE: RVSM is not authorized. May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with EFIS, Air Data Display Unit(s) or Servoed Electric Airspeed Indicator(s).
1) External Airspeed *** Indicator Bug(s)	C	-	0	(O) May be inoperative, missing, or broken provided alternate procedures are established and used for specific airspeed awareness.
3. Gyroscopic Pitch And Bank Indicator Systems (Mechanical Attitude 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.

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34 NAVIGATION				
4. Gyroscopic Rate of Turn/Slip Skid Indictors (Mechanical Turn 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.
	B	2	1	May be inoperative on left side provided: a) Aircraft is operated Day VFR, and b) Aircraft is not equipped with EFIS. NOTE: Yaw Damper may be inoperative on some aircraft.
5. Gyroscopic Directional Indictor System (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.
6. Vertical Speed Indicators (VSI) (Mechanical VSI Only)	B	2	1	May be inoperative on right side.
	B	2	1	May be inoperative on left side provided the aircraft is operated day VFR.

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34 NAVIGATION				
7. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: RVSM is not authorized.
	D	-	1	Any in excess of those required by FAR may be inoperative.
1) Elementary And *** Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2) ADS-B Squitter *** Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
3) Control Wheel Transponder Ident Switch	C	2	0	May be inoperative provided Transponder Ident Switch is operative.
8. Navigation Equipment (VOR/ILS, RNAV, Loran, INS, GPS)	C	-	-	As required by FAR.
9. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by FAR.

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34 NAVIGATION					
10. Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD) (Collins EFIS-84 & EFIS-85 equipped Only)					
1) 3 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.	
2) 5 Tube System	C	1	0	(O) May be inoperative provided Multi-Function Processing Unit (MPU) is operative.	
11. Marker Beacon	C	-	0	May be inoperative provided approach procedures do not require its use.	
12. Flight Director System	C	1	0	May be inoperative provided approach procedures do not require its use.	
				NOTE: Any operative Mode may be used.	

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13. Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) TAWS/GPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach procedures do not require its use, and d) Alternate procedures are established and used.
14. Altitude Encoder				DELETED, See ATC Transponder
15. Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
16. Radio Magnetic Indicator (RMI)	D	-	0	Any in excess of those required by FAR may be inoperative.
17. Automatic Direction Finder (ADF)	D	-	0	Any in excess of those required by FAR may be inoperative.
18. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR. NOTE: RVSM is not authorized
19. Speed Control Indicator				DELETED, Revision 14

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34 NAVIAGTION					
20. Gyromagnetic Compass System	C	2	1		(O) One Slaved Mode may be inoperative provided: a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative.
1) Compass System #1	C	1	0		May be inoperative provided: a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator.
2) Compass System #2	C	1	0		May be inoperative provided Second-In-Command is not required.
	C	1	0		May be inoperative provided: a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Heading Indicator.

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34 NAVIGATION				
21. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	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, operative, and used in conjunction with approved free gyro navigation techniques.
22. Traffic Alert Collision *** Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
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22. Traffic Alert Collision *** Avoidance System (TCAS II) (Cont'd)					
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	One may be inoperative on the non- flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function	C	-	0		

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23. Traffic Alert 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.
	C	-	0	(M) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.

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34	NAVIGATION				
24.	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
	(Class C TAWS Or GPWS Not required By FAR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
1)	GPWS (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
a)	Modes 1-4 (Class A TAWS Required)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
	Modes 1 & 3 (Class B TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b)	Test Mode (Class A or B Required)	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
24. TAWS / GPWS					
1) GPWS (Continued)					
c) Glideslope (Mod Deviation (Mode 5) (Class A TAWS Required)	C	-	1		
	B	-	0		
*** Modes 2, 4, & 5 (Class B TAWS Required)	C	3	0		
d) Advisory Callouts (Class A or B Required)	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
	C	-	0		(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) (Class A TAWS Required)	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
***					NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	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.
*** Windshear Mode (Reactive) (Class B TAWS Required)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					(continued)

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
24. TAWS / GPWS (Continued)					
2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A Or B Required)	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Display (Class A TAWS Required)	C	-	1		
	B	-	0		
3) Terrain Display (Class *** B TAWS Required)	C	-	0		
4) Runway Awareness & *** Advisory System (Class A Or B Required)	C	1	0		
25. Traffic Collision *** Avoidance Device (TCAD)	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
26. Ground Proximity *** Altitude Advisory System (GPAAS)	C	1	0		
27. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.	
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the- top conditions.	
28. Flight Profile Advisory *** System	D	-	-		
29. Flight Management *** System (FMS)					
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, and Instrument Approaches based on FMS guidance are not conducted.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
30. Navigation Management *** System (NMS)					
1) Navigation Databases	C	-	-		(O) May be inoperative provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, and Instrument Approaches based on NMS guidance are not conducted.
31. Traffic Advisory *** System	D	-	0		
32. Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0		(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. • Weather Radar • TCAS Display • Navigation Map Display • TAWS Display • Thunderstorm Detection
33. Windshear Warning and Flight Guidance System (Reactive) ***	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
34. Windshear Detection and Avoidance System (Predictive) ***	C	-	0		(O) May be inoperative provided alternate procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
35. Automatic Dependent *** Surveillance Broadcast (ADS-B) System	D	-	0		May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link and Display Processor Unit (LDPU)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel	D	-	0		May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receiver(s)	D	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
36. Standby Power Aural Warning (Sonalert)				DELETED, Revision 14
37. Standby Power Annunciator				DELETED, Revision 14
38. Primary Flight Display (PFD)				DELETED, Revision 14

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
1. Passenger Oxygen System	C	1	0	As required by FAR.	
				NOTE: Cockpit Crew Oxygen System must be operative.	
2. External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge (Cockpit) is monitored while the Oxygen System is serviced.	
3. Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY", and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.	
4. Protective Breathing Equipment (PBE) ***	D	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
37 VACUUM/ PRESSURE					
1. Suction Gauge	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2. Instrument Air Valves	C	2	1		(O) One may be inoperative provided: a) Inoperative Valve is verified to be in the closed position, and b) Aircraft is not operated in known or forecast icing conditions.

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1. SYSTEM,
SEQUENCE NUMBERS &
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
1. Electronic Flight Bag System (EFB) ***	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: Any function, program or document which operates normally may be used.
1) Power Connection *** (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Mounting Device *** (Class 2)	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.
3) Data Connectivity *** (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4) EFB Printer ***	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
46 INFORMATION SYSTEMS					
2. Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	(O)	
***	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.
2) Cursor Control Panel (CCP)	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.	
3) Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	

4) Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	

5) XM Satellite Weather System	C	1	0		

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS					
1. Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and 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.	
2. Cargo Door Annunciator System	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, the door is closed and latched prior to each departure.	
3. Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	(O) May be inoperative provided the Latching Mechanism is inspected using adequate Light by a crewmember prior to each departure.	
4. Entrance Door Snubber System	C	1	0	(O)	
5. Airstair Door Cable Cover(s)	D	1	0	May be missing.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
61 PROPELLERS					
1. Reverse Not Ready Light	C	1	0		May be inoperative provided Propeller Control Levers are in high RPM position for reversing.
2. Propeller Synchrophase System	C	1	0		
3. Propeller Synchroscope	C	1	0		
4. Autofeathering System (200, 200C and F90 Only)	C	1	0		May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
CONTROL

1. Fuel Flow Indicators

B

2

1

(M) May be inoperative provided both Fuel Quantity Indicating Systems are operative.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

77	ENGINE INDICATING				
1.	Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.
2.	Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

79 ENGINE OIL					
1. Oil Pressure Annunciators	C	2	1	(O) One may be inoperative provided corresponding Oil Pressure Gauge is monitored.	