

Revision: 6  
Date: 03/30/2010

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

**MASTER MINIMUM EQUIPMENT LIST**

**BEECHCRAFT MODELS 55/56/58/58P/95**

Applicable Models

95 / B95 / B95A / D95A / E95 / 95-55 / 95-A55 / 95-B55  
95-B55A / 95-B55B(T-42) / 95-C55 / 95-C55A / D55 / D55A  
E55 / E55A / 56TC / A56TC / 58 / 58A / G58

58P / 58PA / 58TC / 58TCA

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## Log of Revisions

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4	06/19/1989	DEFINITIONS, PREAMBLE	
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5	11/15/1993	HIGHLIGHTS OF REV., DEFINITIONS	
5	11/15/1993	GUIDELINES	
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5	11/15/1993	25-2, 26-1, 27-1, 28-1, 30-1	
5	11/15/1993	31-1, 32-1, 33-1, 33-2, 34-1	
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5a	02/16/1994	HIGHLIGHTS OF REV., GUIDELINES	
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## Control Page

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HIGHLIGHTS OF CHANGE		

DEFINITIONS Changed to incorporate instructions to obtain the most recent Definitions.

PREAMBLE Changed to incorporate instructions to obtain applicable Preamble.

GUIDELINES for (O) & (M) Updated for Revision 6 changes

Reformat all chapters to Word Table Format.

- 21-1 Add Remarks to restrict operation in icing conditions.
- 21-2 Revise Remarks to standard phraseology for icing conditions.
- 22-1 Autopilot relief updated per PL-101.
- 21-4 & 5 Correct applicability to 58P & 58PA, revise Remarks to standard wording and add (O) procedure to configure for unpressurized flight.
- 22-1 Revise Autopilot Remarks to address operational requirements and Add second relief to allow for use of SIC.
- 22-1-1 Add relief for Autopilot Disconnect button
- 22-3 Relocate Flight Director to chapter 22 and revise Remarks for autopilot.
- 23-1 Communications equipment relief (VHF & UHF) updated per PL-95, HF relief relocated to Item 23-10 and updated per PL-106, Rev. 3.
- 23-2 Add remarks to intercom regarding 2 pilot operations.
- 23-3 Revise CVR Remarks to change repair interval per PL-29, Rev. 4.
- 23-4 Change Speaker Remarks to require 2 headset jacks & variable number installed
- 23-6 Boom Microphone relief added per PL-58.
- 23-7 Add relief for Hand Held Microphone & variable number installed.
- 23-8 Integrated Avionics Unit relief added for G58 only.
- 23-9 HF relief relocated from Item 23-1 and updated per PL-106

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HIGHLIGHTS OF CHANGE		

- 24-2            “Ammeters” Item Number changed from “1” to “2” to correct format error, Add applicability to item and Remarks format corrected per PL-31.
- 24-3            Add applicability to Loadmeter item, reformat Remarks and Add consideration for icing conditions.
- 24-4            Add applicability to Alternator Indicators, reformat Remarks and Add consideration for icing conditions.
- 25-2            Passenger Seat relief updated per PL-79
- 25-4            Emergency Medical Equipment relief updated per PL-73, Rev. 4.
- 25-5            ELT relief updated per PL-120.
- 25-6            NEF relief added per PL-116
- 25-7            Cargo Restraint System relief added per PL-100, Rev. 1.
- 26-1            Incorporate Revision 5b per PL-31
- 27-1            Add (O) to Trim Tab Position indicators for method of determining travel and position, Revised Remarks to reflect (O) procedure.
- 27-2            Add (O) to Flap Position Indicator for method of determining travel and position, Revised Remarks to reflect (O) procedure
- 27-4            Add (M) procedure to deactivate Electric Trim and Revised Remarks to account for inoperative autopilot.
- 28-1            Add NOTE to Guidelines for (M) procedure.
- 30-1            Revised Pitot Heat Remarks format per PL-31 and unacceptable to fly IFR without Pitot Heat operative.
- 30-2 to7       Revised Remarks to standard phraseology.
- 30-8            Add relief for Emergency Static Air System.

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HIGHLIGHTS OF CHANGE		

- 31-1            Add second relief for more than one clock installed.
- 31-3            Flight Data Recorder relief updated per PL-87
- 33-2 & 4        Revise Remarks to standard phraseology.
- 33-5            Wing Illumination Lights relief updated per icing AD
- 33-6            Revise Remarks to standard phraseology and format.
- 33-8 & 9        Relocate door indicator lights to chapter 52
- 34-1            Add applicability to Item and Revise Remarks for SIC.
- 34-2            Add applicability to Item and Revise Remarks for SIC.
- 34-3            Add applicability to Item and Revise Remarks for SIC.
- 34-4            Revise Remarks for SIC.
- 34-5            Add applicability to Item and Revise Remarks for SIC.
- 34-6            Add applicability to Item and Revise Remarks for SIC.
- 34-7            Completely revise Navigation Equipment to current standard relief & PLs
- 34-8            Transponder relief updated per PL-76.  
  
Items 9 Marker Beacon, 14 DME, 15 ADF & 16 RMI relocated as sub-items of Item 7 Navigation Equipment.
- 34-10          Add cross reference for Altitude Encoder.
- 34-11          Item changed from “Radio Altimeter” to “Radar Altimeter” and Remarks added for affected equipment, if installed.  
  
Flight Director relief moved to chapter 22
- 34-12          Change Item description for Altitude Alerting System

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HIGHLIGHTS OF CHANGE		

- 34-13 Add Non-Stabilized Magnetic Compass relief updated per PL-10
- 34-14 TAWS/GPWS relief updated per PL-54.
- 34-15 TCAS I relief updated per PL-32.
- 34-16 TCAS II relief updated per PL-32.
- 34-17 ADS-B System relief added per PL-105.
- 34-18 Add Standby Attitude relief per PL
- 34-19 Add relief for MFD on G58 only.
- 35-2 Protective Breathing Equipment relief added per PL-43.
- 52-1 & 2 Add chapter 52 and relocate Door Ajar Lights.
- 61-2 Propeller Unfeathering Accumulator relief added.

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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

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PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, FAR PART 91MEL APPROVAL AND PREAMBLE.

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Guidelines for (O) & (M) Procedures		

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	(M) Maintenance procedure to deactivate the combustion heater and determine no fuel leaks or electrical faults exist.
21-3	(M) Maintenance procedure to deactivate the cooling system and determine failure will not affect other systems.
21-4	(O) Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-5	(O) Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
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.
22-2	(M) Maintenance procedure to deactivate the Yaw Damper and ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control.
23-8	(M) Maintenance procedure to deactivate the affected Integrated Avionics Unit and ensure no fault exists that will have an adverse affect on avionics.
23-9	(O) Operations procedure to ensure SATCOM operates normally, SATCOM coverage is available over the intended route of flight, alternate procedures are established and used and prior coordination with ATC is arranged if INMARSAT codes are not available.
24-3	(O) Operations procedure to verify the associated Alternator and Alternator Out Indicator are operative.
24-4	(O) Operations procedure to verify the associated Alternator and Load Meter are operative.
25-2-1	(M) Maintenance procedure to ensure Seat is secured in the full UPRIGHT position.

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## Guidelines for (O) &amp; (M) Procedures

25-7	(M) Maintenance procedure to ensure cargo is loaded within limits in compliance with a specified an approved source.
27-1	(O) Operations procedure to identify a means to determine affected Trim Tab travel and neutral position.
27-2	(O) Operations procedure to identify a means to determine Flap travel and Flap Takeoff position.
27-4	(M) Maintenance procedure to deactivate Electric Elevator Trim System.
28-1	(O) Operations procedure to determine there s adequate fuel for the intended flight.  NOTE: Any use of Fuel Level Sight Gage requires leveling of the aircraft.
31-2	(O) Operations procedure to record flight time.
32-1	(O) Operations procedure to prevent movement of the aircraft when stopped or parked.
34-7-3-a	(O) Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and Approach Navigation Radios are manually tuned and identified.
34-11	(O) Operations procedure to establish alternate means for awareness of approach minimums.  (M) Maintenance procedure to deactivate the Radar Altimeter.
34-13	(O) Operations procedure that identifies the required sources of magnetic heading information..
34-14-1	(O) Operations procedure to ensure alternate procedures are established and used for terrain awareness with GPWS inoperative.
34-15	(M) Maintenance procedure to ensure TCAS is deactivated and secured.
34-16	(M) Maintenance procedure to ensure TCAS is deactivated and secured.
34-16-2	(O) Operations procedure to ensure Traffic Alert visual display and audio functions are operative, TA ONLY Mode is selected by the crew and enroute or approach procedures do not require use of the Resolution Advisory Display System.

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## Guidelines for (O) &amp; (M) Procedures

- 34-16-3 (O) Operations procedure to ensure RA visual Display and audio functions are operative and enroute or approach procedures do not require use of the Traffic Alert Display System.
- 37-1 (M) Maintenance procedure to ensure remaining Pump is operating normally and the inoperative Pump does not create a hazard when the engine is operating.
- 61-2 (O) Operations procedure to ensure crew awareness of inoperative unfeathering system with alternate procedures to use for inflight restart.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
1. Combustion Heater	C	1	0	(M) May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Heater Fan	C	1	0	May be inoperative provided: a) Use of Heater or Windshield Defogging is not required on the ground, b) Heater is turned off prior to landing, c) Heater is not used on the ground, and d) Aircraft is not operated in known or forecast icing conditions.	
3. Cooling System	C	1	0	(M)	
4. Cabin Altitude Warning (58P & 58PA Only)	C	1	0	May be inoperative provided aircraft is operated at or below 10,000 feet MSL.	
	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	
5. Cabin Pressurization System (58P & 58PA Only)	C	1	0	(O) May be inoperative provided aircraft is configured and operated unpressurized.	

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SYSTEM SEQUENCE & NUMBERS	1. 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: a) Autopilot is not required by FAR, and b) Operations do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Aircraft is operated with a Second-in Command, and b) Operations do not require its use.	
1) Autopilot Disconnect (Yoke Button)	C	-	0	May be inoperative provided: a) Autopilot selector is operative to disengage the Autopilot, b) Autopilot is not used below 1,500 feet AGL, and c) Second level switch trim interrupt function remains operative.	
	C	-	0	May be inoperative provided: a) Autopilot is not used, and b) Electric Elevator Trim is considered inoperative.	
2. Yaw Damper	C	1	0	(M) May be inoperative provided Yaw Damper is independent and unrelated to Autopilot operation.	
	C	1	0	(M) Autopilot is not used.	
3. Flight Director ***	C	-	0	May be inoperative provided: a) Approach procedures do not require use of Flight Director, and b) Autopilot is verified operative.	
	C	-	0	May be inoperative provided: a) Approach procedures do not require use of Flight Director, and b) Autopilot is considered inoperative.	

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Systems (VHF And UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency Power Source and not required for Emergency Procedures.
2. Voice Activated Interphone System	C	1	0	May be inoperative provided operations do not require a Second-in-Command.
3. Cockpit Voice Recorder *** (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable FAR.
4. Cockpit Speaker System	C	-	0	May be inoperative provided two operative Headsets and Headset Plug-In Jacks are available to the flight crew.
5. Ground Communications *** Switch (Except G58)	C	1	0	
6. Boom Microphones (includes Headset Mic)	D	-	1	Right side may be inoperative.
	D	-	-	Any in excess of those required by FAR may be inoperative.
7. Hand Held Microphone	C	-	1	One may be inoperative provided a Boom Microphone is available and operative at the affected flight deck position.
	D	-	1	Right side may be inoperative provided Second-in-Command is not required.
8. Integrated Avionics Unit (GIA)(G58 Only)	C	2	1	(M) One may be inoperative provided aircraft is operated VFR

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
9. 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.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL				
1. D.C. Alternator/Generator				DELETED, REVISION 3.
2. Ammeters (Generator System Only) (95 thru 95-B55)	B	2	1	One may be inoperative provided: a) Aircraft is operated day VMC, and b) Operating Ammeter is periodically monitored during aircraft operation.
3. D.C. Loadmeters (Alternator System Only) (95-B55 thru 58A) (Except G58)	B	2	1	(O) One may be inoperative provided: a) Associated Alternator is verified operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Associated Alternator Out Indicator is operative.
4. D.C. Alternator Out Indicators (95-B55 thru 58A) (Except G58)	B	2	1	(O) One may be inoperative provided: a) Aircraft is operated VMC b) Aircraft is not operated in known or forecast icing conditions, c) Associated Alternator is verified operative, and d) Associated Loadmeter is operative and periodically monitored.
5. Alternate/Isolation Battery Bus	B	1	0	May be inoperative for flight in VMC.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Crewmember Shoulder Harness	B	2	1	Right side may be inoperative provided the seat remains unoccupied.
2. Passengers Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to any Exit, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE: A seat with an inoperative seat Belt is considered inoperative.
1) Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat is immobile in the full upright position.
	C	-	-	(M) May be inoperative and seat occupied provided Seat Back is secured in full upright position.
2) Armrest	C	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to any Exit, and c) For an Armrest with a Recline Mechanism, Seat is secure in the upright position.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
3. Flotation 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	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR 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.

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	4. REMARKS AND EXCEPTIONS			
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.
7. 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 Baggage Compartment remains empty.

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	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
1. Portable Fire Extinguisher(s)	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 its installed location, and placed out of sight so that it can not be mistaken for a functional unit, and b) Required distribution is maintained.

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	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
1. Trim Tab Position Indicators	C	3	0	(O) May be inoperative provided: a) Affected Trim Tab is visually checked for full range of operation without binding or restriction, and b) Affected Trim Tab is visually verified neutral prior to each departure.
2. Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for correct travel without binding or restriction, and b) Flaps are visually checked for proper setting prior to each departure.
3. Flap System				DELETED, REVISION 5.
4. Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Manual Trim is operative, and b) Autopilot is considered inoperative.

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	4. REMARKS AND EXCEPTIONS			
28 FUEL				
1. Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided a reliable means is established to determine that fuel on board is sufficient to meet the regulatory requirements for the intended flight.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
30 ICE & RAIN PROTECTION					
1. Pitot Heater	B	1	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	
2. Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3. Surface Deicing System Wing, Vertical, And Horizontal Stabilizer	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4. Windshield Deice/Anti-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5. Propeller Deice/Anti-Ice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6. Stall Warning/Angle Of Attack Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7. Pneumatic Pressure Gauge (Deice)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
8. Emergency Static Air System	C	1	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
31 INDICATING/ RECORDING SYSTEMS					
1. Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0		May be inoperative for VFR operation.
	C	-	1		
2. Flight Hour Recorder	C	1	0		(O)
3. Flight Data Recorder *** (FDR) System	A	-	0		May be inoperative provided repairs are made in accordance with applicable FARs.

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	4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR  1. Parking Brake	C	1	0	(O)	

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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
1. 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.
2. Anti-Collision Beacon Light System	B	1	0	May be inoperative provided the aircraft is not operated at night.
3. Strobe Light System	C	1	0	
4. Position Lights System	C	3	0	May be inoperative provided the aircraft is not operated at night.
5. Wing Illumination Lights	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night
6. Landing Lights	C	2	1	One may be inoperative.
	C	2	0	May be inoperative provided the aircraft is not operated at night.
7. Taxi Light	C	1	0	
8. Aft Door Ajar Light				Moved to Chapter 52, Revision 6
9. Forward Door Ajar Light				Moved to Chapter 52, Revision 6

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1. Altimeter (Mechanical Only)	B	2	1	May be inoperative on right side provided aircraft is operated day VFR only.
(Except G58)	B	2	1	May be inoperative on right side provided Second-in-Command is not required.
2. Airspeed Indicator (Mechanical Only)	B	2	1	May be inoperative on right side provided aircraft is operated day VFR only.
(Except G58)	B	2	1	May be inoperative on right side provided Second-in-Command is not required.
3. Gyroscopic Pitch And Bank Indicators (Mechanical Attitude Only)	B	2	1	May be inoperative on right side provided aircraft is operated day VFR only.
(Except G58)	B	2	1	May be inoperative on right side provided Second-in-Command is not required.
4. Gyroscopic Directional Indicators (Mechanical Heading Indicator Only)	B	2	1	May be inoperative on right side provided Second-in-Command is not required.
5. Gyroscopic Rate Of Turn/Slip Skid Indicator (Except G58)	B	-	0	May be inoperative provided aircraft is operated VFR only.
	B	2	1	May be inoperative on right side provided Second-in-Command is not required.
6. Vertical Speed Indicator (Except G58)	B	-	0	May be inoperative provided aircraft is operated VFR only.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION						
7. Navigation Equipment						
-1)VOR/ILS	C	-	0		May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
a)Glide Slope	C	-	-		May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
b)Marker Beacon	C	-	-		May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
-2)Distance Measuring Equipment (DME) System(s)	C	-	0		May be inoperative provided a suitable operative RNAV system is available.	
	C	-	0		May be inoperative provided operations do not require its use.	
	D	2	1			
-3)Area Navigation(RNAV) (Multi-Sensor, GPS and/or LORAN)	C	-	-		May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	
a)Navigation Databases	C	1	0		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to each departure, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified, and d) RNAV departures, RNAV arrivals, RNAV instrument approaches and published RNAV routes based on RNAV guidance are not used.	
(Continued)						

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
7. Navigation Equipment (Continued)				
-4) Automatic Direction Finding (ADF) System(s)	D	-	-	May be inoperative provided operations do not require its use.
-5) Radio Magnetic Indicator (RMI) System(s)	D	-	0	May be inoperative provided: a) Magnetic Compass is operative, and b) Any navigation source that is not displayed on another indicator is considered inoperative.
8. 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.
	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 the next heavy maintenance visit or annual.
-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.

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34 NAVIGATION				
9. Weather Radar/Thunderstorm Detection Equipment	C	1	-	As required by FAR.
10. Altitude Encoder				See ATC Transponders.
11. Radar Altimeter ***	C	1	0	(M)(O) May be inoperative provided: a) Class A TAWS and/or GPWS are considered inoperative, b) TCAS II is considered inoperative, c) Approach procedures do not require its use, and d) Alternate procedures are established and used.
12. Altitude Alerting System	C	-	0	
13. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro, AHRS or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro, AHRS or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

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34 NAVIGATION					
14. Terrain Awareness and *** Warning System (TAWS) / Ground Proximity Warning System (GPWS)  Class C TAWS/GPWS Equipment not required by FAR					
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE 1: Any mode that operates normally may be used.  NOTE 2: If TEST Mode is inoperative, TAWS/GPWS must be considered inoperative.	
15. Traffic Alert Collision *** Avoidance System (TCAS I)	C	-	0	(M) May be inoperative provided: a) 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				
16. Traffic Alert and Collision *** Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1) Combined Traffic Alert(TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative provided: a) One TA and RA visual display is operative, and b) TA and RA audio function is operative on the flying pilot side.
2) Resolution Advisory (RA) Display System(s)	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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34. NAVIGATION				
17. 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 a 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 Receivers	D	-	0	

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34. NAVIGATION				
18. Standby Attitude Indicator (Except G58)	C	-	0	May be inoperative provided not required by FAR.
(All Models)	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.
19. Multifunction Display (MFD) (G58 Only)	B	1	0	May be inoperative provided aircraft is operated day VFR.

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Oxygen System (Passengers)	C	-	-	As required by FAR.
2. Protective Breathing Equipment (PBE)	D	-	0	

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	4. REMARKS AND EXCEPTIONS				
37 VACUUM					
1. Instrument Air Source Pumps	C	2	1	(M) One may be inoperative for day VMC.	
2. Source Failure Indicators	C	2	0	May be inoperative for day VMC.	

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	4. REMARKS AND EXCEPTIONS			
52 DOORS				
1. Aft Door Ajar Light	C	1	0	May be inoperative provided affected door is visually confirmed latched prior to each departure.
2. Forward Door Ajar Light	C	1	0	May be inoperative provided affected door is visually confirmed latched prior to each departure.

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	4. REMARKS AND EXCEPTIONS			
61 PROPELLERS				
1. Propeller Synchronizer/ Synchrophaser	C	1	0	
2. Propeller Unfeathering *** Accumulators	C	2	0	(O)

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	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. EGT Indicators	C	2	0	
2. Low Thrust Detector System (Installed In Accordance With STC SA 1007 NW)	C	1	0	