



U.S. Department of Transportation  
Federal Aviation Administration  
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# Master Minimum Equipment List (MMEL)

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Revision: 1  
Date: 05/04/2007

## **Hawker-Beechcraft RA-390**

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Definitions and Preamble	IX	1	05/04/2007
Guidelines for (M) and (O) Procedures	X	1	05/04/2007
	XI	1	05/04/2007
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21	21-1	Original	07/23/2001
	21-2	1	05/04/2007
22	22-1	1	05/04/2007
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45	45-1	1	05/04/2007
46	46-1	1	05/04/2007
52	52-1	1	05/04/2007
73	73-1	Original	07/23/2001
74	74-1	Original	07/23/2001
77	77-1	Original	07/23/2001
79	79-1	Original	07/23/2001

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	07/23/2001	All pages
1	05/04/2007	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-2, 22-1, 23-1, 23-2, 23-3, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1, 45-1, 46-1, 52-1

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
Guidelines for (M) and (O) Procedures	Updated to coincide with changes in MMEL chapters.
ATA 21 Air Conditioning  21-2  21-2	Item 21-6: Cabin Altitude/Differential Pressure Indicator items changed to correlate relief.  Item 21-7: Cabin Door Seal relief changed and moved to Chapter 52.
ATA 22 Autoflight  22-1  22-1	Item 22-1: Autopilot relief updated to add RVSM NOTE to identify Autopilot function requirements during RVSM operations per PL-84 (GC-59).  Item 22-2: Autopilot Disconnect relief added IAW PL-93.
ATA 23 Communications  23-1  23-1  23-1  23-2  23-2  23-3  23-3  23-3  23-3	Item 23-1: Relief applicability and extra proviso added to comply with AFM Limitations.  Item 23-2: Headsets relief changed to incorporate Boom Microphone relief IAW PL-58, (GC-100).  Item 23-3: Communications Equipment relief updated to comply with PL-95 (GC-111). HF relief moved to Item 23-11 to comply with PL-106 (GC-135).  Item 23-6: CVR relief updated to comply with PL-29 (GC-128).  Item 23-7: PA System relief updated to comply with PL-09 (GC-119).  Item 23-8: Boom Microphone relief combined with Headset relief.  Item 23-9: Handheld Microphone relief changed to correlate with Item 23-2, Headset with Boom Microphone.  Item 23-10: SELCAL relief added IAW PL-117 (GC-137).  Item 23-11: HF relief relocated and updated IAW PL-106 (GC-135).  Item 23-12: ELT relief relocated and updated IAW PL-120 (GC-147).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings	
25-1	Item 25-2: Passenger Seat relief changed/added to comply with PL-79 (GC-134).
25-2	Item 25-4: Emergency Medical Equipment relief added to comply with PL-73 (GC-144).
25-3	Item 25-5: ELT relief moved to Item 23-12 IAW PL-120 (GC-147).
25-3	Item 25-7: Passenger Convenience/NEF items updated to comply with PL-116 (GC-138).
25-4	Item 25-12: Cargo Restraint Systems relief added in accordance with PL-100 (GC-114).
25-4	Item 25-13: "FASTEN SEAT BELT" Sign relief added IAW PL-89.
25-5	Item 25-14: Forward Observer Seat Equipment relief added IAW PL-56 (GC-127).
25-5	Item 25-15: Galley Waste Receptacle(s) relief added IAW PL-96 (GC-98).
25-5	Item 25-16: Storage Compartment(s) relief added IAW PL-104 (GC-129).
ATA 26 Fire Protection	
26-1	Item 26-1: Number of Extinguishers required changed from 0 to variable (-) to comply with PL-75 (GC-53).
ATA 30 Ice and Rain Protection	
30-1	Item 30-6: Pitot Heat Indicating Systems added IAW PL-90.
ATA 31 Indicating/Recording Systems	
31-1	Item 31-3: Flight Data Recorder System relief updated IAW PL-87 (GC-136).
ATA 32 Landing Gear	
32-1	Item 32-1: Item title changed to "Landing Gear Handle Lock Solenoid" for clarification and (O) procedure added.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 33 Lights	
33-1	Item 33-2: Navigation Lights relief changed to comply with PL-91.
33-2	Item 33-8: Cabin Interior Lights changed to remove subjectivity.
33-2	Item 33-9: Wing Illumination Lights relief updated IAW PL-72 (GC-54).
ATA 34 Navigation	
34-1	Item 34-2: Proviso "As required by FAR" added and Predictive Windshear Added IAW PL-67 (GC-140).
34-1	Item 34-3: Transponder relief updated to comply with PL-76 (GC-133) and add RVSM NOTE.
34-1	Item 34-5: Number required changed from 0 to variable (-) to comply with "As required by FAR".
34-2	Item 34-6: Item title spelled out for formatting consistency IAW PL-31.
34-2	Item 34-7: Item title spelled out for formatting consistency IAW PL-31.
34-2	Item 34-8: Flight Management System changed to include Navigation Database IAW PL-98.
34-2	Item 34-9: Incorporated NOTE in Radar Altimeter relief proviso to correct for lack of procedure to configure and operate with Radar Altimeter inoperative.
34-10	Item 34-10: GPWS/TAWS relief updated to comply with PL-54 (GC-139) for Class B and Class C TAWS. Class A TAWS not applicable.
34-5	Item 34-11: TCAS I relief updated to comply with PL-32 (GC-145).
34-5	Item 34-12: Altitude Alert System relief updated to comply with PL-39 (GC-95) and NOTE added for RVSM operations.
34-6	Item 34-13: TCAS II relief brought into compliance with PL-32 (GC-145).
34-7	Item 34-14: Flight Management System item deleted and combined with Item 34 8.
34-7	Item 34-15: NOTE added for RVSM operations IAW PL-84 (GC-59).
34-8	Item 34-18: Non-Stabilized Magnetic Compass relief added to comply with PL-10.
34-9	Item 34-19: ADS-B relief added to comply with PL-105 (GC-86).



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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 35 Oxygen  35-1	Item 35-2: Protective Breathing Equipment relief added IAW PL-43.
ATA 45 Central Maintenance System  45-1  45-1	Item 45-1: Added relief for Maintenance Diagnostic Computer.  Item 45-2: Added relief for Electronic Cockpit Checklist.
ATA 46 Information Systems  46-1  46-1	Item 46-1: Item added to provide relief for specified Integrated Flight Information System.  Item 46-2: Added relief for Electronic Flight Bag.
ATA 52 Doors  52-1	Item 52-1: Relocated Cabin Door Seal relief from chapter 21 and added relief for individual Door Seals.

### **Definitions**

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

### **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 FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval.

Current Policy Letters may be found at <http://fsims.faa.gov>.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, supplemental type certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-2	(O) Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-3	(O) Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-4	(O) Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-5	(O) Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-6	(O) Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
22-1	(M) Maintenance procedure to determine there is no mechanical or electrical fault which could affect the operation of the flight controls.
22-2	(O) Operations procedure to verify the Trim Interrupt Function of the Autopilot/Trim Master Disconnect Button is operative.
23-5	(O) Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures.
23-7	(O) Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures.
23-10	(O) Operations procedure to establish and use alternate procedures when the SELCAL System is inoperative.
23-10-1	(O) Operations procedure to establish and use alternate procedures when the SELCAL System is inoperative.
25-15	(M) Maintenance procedure to ensure Waste Container is empty and access is secured.  (O) Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste that may be generated on a flight.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
25-16	(M) Maintenance procedure to secure the Compartment CLOSED.
28-1	(O) Operations procedure to ensure operations at selected altitude comply with Limitations Section of the AFM.
31-2	(O) Operations procedure to ensure aircraft flight time is accurately recorded.
32-1	(O) Operations procedure for crew training and awareness to operate with Landing Gear Downlock Solenoid inoperative.
33-6	(O) Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures.
33-8	(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.
33-9	(O) Operations procedure to provide ground lighting for wing inspection procedures.
34-2-1	(O) Operations procedure to establish alternate procedures for windshear avoidance. Alternate procedure should include reviewing windshear avoidance and recovery procedures.
34-8-1	(O) Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, status and suitability of Navigation Facilities to be used is determined and Approach Navigation Radios are manually tuned and identified.
34-9	(M) Maintenance procedure established and used to ensure TAWS/GPWS and TCAS Systems are deactivated and secured.  (O) Establish procedure to identify and ensure crew awareness of all aircraft systems affected by the inoperative Radar Altimeter.
34-10-B-1	(O) Establish alternate procedures for terrain awareness and avoidance with the GPWS inoperative.
34-10-B-1-a	(O) Establish alternate procedures for terrain awareness and avoidance with the inoperative GPWS modes.
34-10-B-1-d	(O) Establish alternate procedures for terrain awareness and avoidance with the inoperative GPWS Advisory Modes.
34-10-B-1-e	(O) Establish alternate procedures for windshear awareness and avoidance with the inoperative GPWS Windshear mode. Alternate procedure should include reviewing windshear avoidance and recovery procedures.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
34-10-C-1	(O) Establish alternate procedures for terrain awareness and avoidance with the TAWS/GPWS and/or Modes inoperative.
34-11	(M) Maintenance procedure established and used to ensure System is deactivated and secured.
34-12	(O) Operations procedure to ensure an Autopilot with Altitude Hold is operative and enroute operations do not require use of the System.
34-13	(M) Maintenance procedure to ensure System is deactivated and secured.
34-13-2	(O) Operations procedure to ensure TA visual display and audio functions are operative and TA ONLY Mode is selected.
34-13-3	(O) Operations procedure to ensure RA visual display and audio functions are operative.
34-18	(O) Operations procedure to determine the adequacy of available Stabilized Compass Systems for the area of operations. Establish alternate procedures to configure Stabilized Compass Systems for operation and verification of correct heading information.
45-1	(M) Alternate procedures for the conduct of maintenance with inoperative MDC.
45-2	(O) Operations procedure to ensure a complete cockpit checklist in current and appropriate form is available to the flight crew and the flight crew is familiar with its use.
46-1-1	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-2	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-3	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-4	(O) Operations procedure to ensure alternate procedures are established and used.
46-2	(O) Operations procedure to ensure alternate procedures are established and used.
52-1-1	(M) Maintenance procedure to ensure the inoperative Inflatable Door Seal will not interfere with operation of the Cabin Door and the Secondary Door Seal is operative.
52-1-2	(M) Maintenance procedure to ensure the inoperative Secondary Door Seal will not interfere with operation of the Cabin Door and the Inflatable Door Seal is operative.

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AIRCRAFT: RA-390	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	CABIN ALT HI Warning Annunciator	C	1	0	May be inoperative provided aircraft is operated at or below 10,000 feet MSL.	
2.	Pressurization Controller Automatic Mode	C	1	0	May be inoperative provided Pressurization Controller, Manual Mode is operative.	
		C	1	0	(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.	
3.	Pressurization Controller Manual Mode	C	1	0	(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.	
4.	Outflow Valves	C	2	0	(O) (M) May be inoperative in the OPEN position provided aircraft is operated unpressurized at or below 10,000 feet MSL.	
5.	Cabin Rate of Climb Indicator	C	1	0	(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cabin Altitude/Differential Pressure Indicator	C	1	0	(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.	
1)	Cabin Altitude Indicator	C	1	0	May be inoperative provided: a) Differential Pressure Indicator is operative, b) Chart is available for crew to convert differential pressure to Cabin altitude, and c) Pressurization Controller Automatic Mode is operative.	
2)	Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, b) Chart is available for crew to convert Cabin altitude to differential pressure, and c) Pressurization Controller Automatic Mode is operative.	
7.	Cabin Door Seal Systems				DELETED, MOVED TO CHAPTER 52, REVISION 1.	
8.	Air Conditioning System	C	1	0		
9.	Automatic Temperature Control System (Cockpit or Cabin)	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot	C	1	0	(M) May be inoperative provided: a) Aircraft is operated with a Second-In-Command, and b) Enroute operations or approach minimums do not require its use.  NOTE: RVSM is not authorized.	
2.	Autopilot/Trim Master Disconnect Button (Red Button)	C	2	0	(O) Autopilot Disconnect function may be inoperative provided: a) Trim Interrupt Function is verified operative, and b) Trim Arming Button Autopilot Disconnect Function is verified operative on affected Yoke.	



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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Static Discharge Wicks (Applicable to SN RB-2 thru RB-61 Not Modified by Kit 390-3402-0001)	C	7	5	One Wick per Wing Tip may be damaged or missing.	
	(Applicable to SN RB-62 and After or RB-2 thru RB-62 Modified by Kit 390-0402-0001)	C	17	14	Up to three Wicks may be damaged or missing but not more than one Wick may be damaged or missing from each of the following areas: LH Wing, RH Wing, LH Elevator, RH Elevator, Tail Cone, Aft Empennage Tip Cap.	
2.	Headsets with Boom Microphone	C	2	1	Right side may be inoperative for Single Pilot Operations provided: a) One Cockpit Speaker is operative, and b) Left Handheld Microphone is operative.	
		A	2	1	One may be inoperative provided: a) Both Handheld Microphones are operative, b) Both Cockpit Speakers are operative, and c) Repairs are made within three flight days.	
3.	Communications Systems (VHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.	
4.	Cockpit Speakers	C	2	1	One may be inoperative.	
5. ***	Cabin Briefer System	C	1	0	(O)	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within three flight days.	
	(For Operators Other Than Air Carriers and Commercial Operators)	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
7.	Passenger Address System (PA)					
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
	2) Cargo Configuration	D	1	0	NOTE: Any station function(s) that operate normally may be used.  May be inoperative provided procedures do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Boom Microphones				Combined with Item 2, Headsets, Revision 1.	
9.	Handheld Microphones	C	2	1	One may be inoperative provided for Single Pilot Operations the left side is operative.	
10. ***	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.	
11. ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.	
12.	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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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	B	2	1	May be inoperative on right side provided Seat is not occupied.	
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 the main aircraft Aisle, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.  NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
1)	Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secure in the 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 the main aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secure in the UPRIGHT position.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
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.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Emergency Locator Transmitter (ELT)				DELETED, MOVED TO ITEM 23-12, REVISION 1.	
6.	Pyrotechnic Signaling Device	D	-	-	As required by FAR.	
7.	Passenger Convenience/NEF Items					
1) ***	Passenger Convenience Items (Expires on December 31, 2007)		-	0	Passenger Convenience Items, as expressed in this MMEL are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior Lavatory Door Ashtrays are not considered Passenger Convenience Items.	
2) ***	Non-Essential Equipment and 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 Ashtrays are not considered NEF items.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Flight Phone	D	-	-		
9. ***	Emergency Medical Equipment (EMS)	C	-	0	May be inoperative provided the inoperative system is deactivated and secured. (M) and (O) procedures may be required and included in the air carrier's appropriate document.	
10.	Cockpit Sliding Doors	D	2	0	May be inoperative provided Doors are secured in the OPEN position.	
11.	Sun Visors	D	2	0	May be inoperative or missing provided there is no visual restriction to the pilot.	
12.	Cargo Restraint Systems	C	-	-	May be inoperative, or missing provided acceptable cargo loading limits from an approved source (i.e., an AFM, Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed.	
		C	-	-	May be inoperative or missing provided Cargo Area remains empty.	
13.	"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**

Sequence No.	Item	1	2	3	4	Change Bar
14.	Forward Observer Seat Equipment (Forward Most Passenger Seat for FAA Observation IAW FAR 135.75)	A	-	-	May be inoperative provided: a) Required minimum safety equipment (Oxygen and Safety Belt) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within two flight days.  NOTE: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when the minimum safety equipment (Oxygen and Safety Belt) is functional and the inspector determines the conditions to be acceptable.	
15.	Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The Container is EMPTY and the access is secured to prevent waste introduction into the Compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.	
16.	Storage Compartments and Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any emergency equipment located in affected Compartment is considered inoperative, and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.	



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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Temp Sensor	C	1	0	(O) May be inoperative provided fuel temperature is assumed to be the same as OAT.	
2. ***	Single Point Refueling System	C	1	0		

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Main System Pressure Gauge	C	1	0	May be inoperative provided both HYD PRESS LO Annunciators are operative.	
2.	HYD PRESS LO Annunciator	C	2	1	One may be inoperative provided: a) Main System Pressure Gauge is operative, and b) Engine with inoperative Annunciator is started first to verify hydraulic pressure.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Wing Anti-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Stabilizer De-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3.	L/R WING OVHT Annunciators	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Wing Anti-Ice System is not operated.	
4.	L/R Wing Anti-Ice Annunciators	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Ice Detection Systems	C	2	1	One may be inoperative provided Stabilizer De-Ice System is operated in manual mode.	
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Pitot Heat Indicating Systems (L PITOT HEAT) (R PITOT HEAT)	B	-	0	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	     

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock	C	-	0	As required by FAR.	
2.	Flight Hour Meter	C	1	0	(O)	
3. ***	Flight Data Recorder (FDR) System	A	-	-	Any in excess of those required by FAR may be inoperative provided repairs are made in accordance with applicable FARs	   

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Gear Handle Lock Solenoid	C	1	0	(O) May be inoperative provided the Downlock Hook is operative.	 

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Lights	C	2	1	One may be inoperative.	
2.	Navigation Lights	C	5	0	May be inoperative for day operations.	
1)	Forward Position Lights (Left and Right Wingtip)	C	4	2	One may be inoperative on each Wingtip.	
2)	Aft Position Light (Tailcone)	C	1	0	May be inoperative provided the Aft Anti-Collision Strobe Light is operative.	
3.	Ground Beacon Light	C	1	0		
4.	Strobe Light System	C	1	0	May be inoperative for day operations.	
5.	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.	
6.	Passenger Notice System (Fasten Seat Belt/ No Smoking)	C	1	0	(O) May be inoperative provided: a) Appropriate verbal briefings are given to the passengers, and b) Cockpit Door remains OPEN during flight.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Baggage Compartment Lights	C	-	0		
8.	Cabin Interior Lights	C	-	0	May be inoperative for day operations.	
		C	-	-	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for the crew to perform required duties, and b) Sufficient lighting is operative for passenger carrying operations at night.	
9.	Wing Inspection Light	C	2	1	One may be inoperative provided for Single Pilot Operations the left side must be operative. (AFM Limitation)	
		C	-	0	(O) May be inoperative provided: a) Aircraft is not operated in Known or Forecast Icing Conditions at night, b) Portable Lamp/Light of adequate capacity for Wing and/or control surface inspection is available for operations at night, and c) Ground deicing procedures do not require their use.	
10.	Recognition Lights	C	-	0		
11. ***	Pulse Light System	D	-	-		
12. ***	Logo Lights	D	-	-		



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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Stormscope	C	1	0		
2. ***	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.	
1) ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
3.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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	NOTE: RVSM is not authorized. 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) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
4.	Marker Beacons	C	-	0	May be inoperative provided approach procedures do not require its use.	
5.	Navigation Equipment (VOR/ILS, GPS)	C	-	-	As required by FAR.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Distance Measuring Equipment (DME) System(s)	D	-	-	Any in excess of those required by FAR may be inoperative.	
7.	Automatic Direction Finding System (ADF)	D	-	-	Any in excess of those required by FAR may be inoperative.	
8.	Flight Management System (FMS)	C	-	0		
1)	Navigation Databases	C	-	0	(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, and c) Approach Navigation Radios are manually tuned and identified.	
9.	Radar Altimeter	B	1	0	(M)(O) May be inoperative provided TAWS/GPWS and TCAS systems are considered inoperative in compliance with respective MMEL requirements.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Terrain Awareness and Warning System (TAWS)					
A.	Class A TAWS				NOT APPLICABLE.	
B.	Class B TAWS Equipment (Required by FAR)					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
a)	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
c)	Modes 2, 4, and 5 ***	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR, and b) Alternate procedures are established and used.	
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
B.	Class B TAWS Equipment (Required by FAR) (Cont'd)					
	e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
C.	Class C TAWS/GPWS (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, the GPWS must be considered inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		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.	
12.	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	-	1	NOTE: RVSM is not authorized.  Any in excess of those required by FAR may be inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
13.	Traffic Alert and 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) 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	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the 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 (TA) 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.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
13.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
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		
14.	Flight Management System				DELETED, COMBINED WITH ITEM 34-8, REVISION 1.	
15.	Flight Director System	C	-	0	May be inoperative provided: a) Aircraft is operated with a Second-In-Command, and b) Approach procedures do not require its use.  NOTE: RVSM is not authorized.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
16.	Control Display Unit (CDU)					
1)	Single FMS	B	2	1	Right side may be inoperative provided Standby Comm/Nav Control Head is operative.	
2)	Dual FMS	B	2	1	One may be inoperative provided Standby Comm/Nav Control Head is operative.	
17.	Standby Comm/Nav Control Head	B	1	0	May be inoperative provided both Control Display Units (CDU) are operative.	
18.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Stabilized Compass Systems (AHRS) are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Stabilized Compass Systems (AHRS) 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**

Sequence No.	Item	1	2	3	4	Change Bar
19.	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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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System	B	1	0	Individual Dispensers/Doors may be inoperative or missing provided associated seat is blocked and placarded "DO NOT OCCUPY".	
2. ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.	 

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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Maintenance Diagnostic Computer	A	1	0	(M) May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit or Annual Inspection, whichever comes first.	   
2.	Electronic Cockpit Checklist System	D	1	0	(O) May be inoperative provided affected Cockpit Checklists are accessible at the pilot station in current and appropriate form.	   

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1)	File Server Unit (FSU) (FSU INOP message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
2)	Cursor Control Panel (CCP)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
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		
2. ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided an alternate source of affected information pertinent to the flight is accessible at the pilot station in current and appropriate form.  NOTE: If alternate source is electronic, dual redundancy is required for operation.	

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Door Seal Systems	C	1	0	May be inoperative provided aircraft is operated at or below 10,000 feet MSL.	
1)	Inflatable Door Seal (Inner Primary Seal)	C	1	0	(M) May be inoperative provided: a) Secondary Door Seal is operative, and b) Aircraft is operated at or below 25,000 feet MSL.	
2)	Secondary Door Seal (Outer Weather Seal)	C	1	0	(M) May be inoperative provided: a) Inflatable Door Seal is operative, and b) Aircraft is operated at or below 25,000 feet MSL.	

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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow Indicators	C	2	1	One may be inoperative.	

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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition Annunciator	C	2	1		

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Synchronizer	C	1	0		



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**TABLE KEY**

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

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
1.	L/R OIL PRESS LO Annunciator	C	2	1	One may be inoperative provided: a) Corresponding Oil Pressure Gauge is operative, b) Corresponding Oil Temperature Gauge is monitored, c) Corresponding Oil Pressure Gauge is monitored, and d) Oil level is checked before each flight.	
2. ***	Remote Oil Level Sensor	C	1	0	May be inoperative provided visual check of Engine oil level is performed before each flight.	