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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
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Hawker-Beechcraft BE-1900/1900C

Federal Aviation Administration (FAA)
Kansas City Aircraft Evaluation Group (MKC-AEG)
DOT Building, Room 332
901 Locust Street
Kansas City, MO 64106-2641

Telephone: (816) 329-3233
Fax: (816) 329-3241

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	12/23/1983	N/A
1	10/10/1985	All pages
2	08/11/1986	52-1
3	11/06/1986	52-1
4	07/12/1988	23-1
5	03/01/1989	All pages
6	06/19/1989	Definitions, Preamble
7	04/11/1991	Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 24-1, 24-2, 25-1, 25-2, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 30-3, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 35-1, 37-1, 52-1, 52-2, 56-1, 61-1, 77-1
8	12/05/1991	Highlights of Change, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 24-1, 24-2, 27-1, 27-2, 28-1, 28-2, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 37-1
8a	02/14/1992	Highlights of Change, 23-1, 23-2, 23-3
9	03/02/1992	Highlights of Change, 32-1, 32-2
9a	07/23/1993	Highlights of Change, Definitions, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 24-2, 25-1, 25-2, 27-1, 27-2, 28-1, 28-2, 28-3, 30-1, 30-2, 30-3, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 37-1, 52-1, 52-2, 61-1, 79-1
9b	12/09/1993	Highlights of Change, Guidelines for (M) and (O) Procedures, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6
9c	05/23/1995	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 24-2, 25-1, 25-2, 26-1, 27-1, 27-2, 28-1, 28-2, 28-3, 30-1, 30-2, 30-3, 31-1, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 37-1, 52-1, 52-2, 61-1, 79-1
9d	12/08/1995	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 34-3

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REV NO.	DATE	PAGE NO.
9e	12/15/1996	Highlights of Change, Definitions, 23-1, 23-2, 23-3
9f	10/23/1996	Highlights of Change, Definitions, 33-1, 33-2, 33-3
10	03/31/2003	Highlights of Change, Definitions, Guidelines for (M) and (O) Procedures, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 25-1, 25-2, 25-3, 26-1, 26-2, 27-1, 28-1, 28-2, 30-1, 30-2, 30-3, 31-1, 31-2, 32-1, 32-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 37-1, 38-1, 52-1, 61-1, 79-1

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
General	Removed the word "OR" from Column 4 (Remarks or Exceptions) in accordance with Policy Letter 31 designated as Global Change 83.
ATA 22 Autopilot	<p>Item 22-1: Revised Autopilot relief in accordance with Policy Letter 101 designated as Global Change 103.</p> <p>Item 22-3: Added Autopilot Disconnect relief in accordance with Policy Letter 93.</p>
ATA 23 Communications	<p>Item 23-1: Revised Passenger Address relief in accordance with Policy Letter 9 designated as Global Change 109.</p> <p>Item 23-4: Revised communications relief in accordance with Policy Letter 95 designated as Global Change 111. (HF moved to item 23-12.)</p> <p>Item 23-6: Revised Cockpit Voice Recorder (CVR) relief in accordance with Policy Letter 29 designated as Global Change 48.</p> <p>Item 23-12: Added relief for High Frequency (HF) Communication System in accordance with Policy Letter 106 designated as Global Change 89.</p>
ATA 25 Equipment/Furnishings	<p>Item 25-3: Revised Passenger Seat relief in accordance with Policy Letter 79 designated as Global Change 96.</p> <p>Item 25-7: Renamed to Emergency Medical Equipment and revised in accordance with Policy Letter 73 designated as Global Change 104.</p> <p>Item 25-9: Revised Seat Belt sign relief in accordance with Policy Letter 89.</p>
ATA 26 Fire Protection	<p>Item 26-2: Added Lavatory Fire Extinguisher relief in accordance with Policy Letter 24 designated as Global Change 106.</p> <p>Item 26-3: Added Lavatory Smoke Detector relief in accordance with Policy Letter 24 designated as Global Change 106.</p> <p>Item 26-4: Added Cargo Compartment Fire Detection/Suppression System relief in accordance with Policy Letter 102 designated as Global Change 77.</p>

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31 Indicating/Recording Systems	Item 31-3: Revised Flight Data Recorder (FDR) relief in accordance with Policy Letter 87. Item 31-5: Added Aircraft Data Acquisition System (ADAS) relief.
ATA 33 Lights	Item 33-4: No Smoking/Fasten Seat Belt sign moved to item 25-9. Item 33-12: Revised Wing Illumination Light relief in accordance with Policy Letter 72 designated as Global Change 54.
ATA 34 Navigation	Item 34-5: Revised Magnetic Compass System relief in accordance with Policy Letter 10. Item 34-7: Revised Transponder/Altitude Reporting relief in accordance with Policy Letter 76 designated as Global Change 110. Item 34-9: Altitude Encoder relief combined with 34-7 in accordance with Policy Letter 76 designated as Global Change 110. Item 34-10: Revised Distance Measuring Equipment (DME) System relief in accordance with Policy Letter 3. Item 34-14: Revised Altitude Alert System relief in accordance with Policy Letter 39 designated as Global Change 95. Item 34-16: Revised TCAS I relief in accordance with Policy Letter 32 designated as Global Change 115. Item 34-17: Revised TCAS II relief in accordance with Policy Letter 32 designated as Global Change 115. Item 34-18: Revised Standby Attitude Indicator relief in accordance with Policy Letter 111 designated as Global Change 113. Item 34-20: Revised GPWS relief in accordance with Policy Letter 54 designated as Global Change 107. (Continued)

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 Navigation (Cont'd)	<p>Item 34-22: Added Windshear Warning and Flight Guidance System relief in accordance with Policy Letter 67 designated as Global Change 88.</p> <p>Item 34-23: Added Windshear Detection and Avoidance System relief in accordance with Policy Letter 67 designated as Global Change 88.</p> <p>Item 34-24: Added Flight Management System Navigation Database relief in accordance with Policy Letter 98 designated as Global Change 71.</p> <p>Item 34-25: Added Navigation Management System Navigation Database in accordance with Policy Letter 98 designated as Global Change 71.</p> <p>Item 34-26: Added Automatic Dependent Surveillance-Broadcast (ADS-B) System relief in accordance with Policy Letter 105 designated as Global Change 86.</p>
ATA 35 Oxygen	<p>Item 35-4: Added Protective Breathing Equipment (PBE) relief in accordance with Policy Letter 43.</p>
ATA 38 Water/Waste	<p>Item 38-1: Added Potable Water relief in accordance with Policy Letter 83 designated as Global Change 108.</p> <p>Item 38-2: Added Lavatory Waste System relief in accordance with Policy Letter 83 designated as Global Change 108.</p>
ATA 52 Doors	<p>Item 52-4: Added Operations procedure to Guidelines for (M) and (O) Procedures page.</p>

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DEFINITIONS

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.

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PREAMBLE

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
21-3	(O) Operations procedure to verify environmental bleed air and instrument air valves on inoperative side are closed prior to each flight. (O) Operations procedure to verify environmental bleed air and instrument air valves on inoperative side are closed prior to each flight.
21-4	(O) Operations procedure to verify environmental bleed air valve air valve is closed prior to every flight.
21-8	(M) Maintenance procedure for securing outflow/safety valve open.
21-10	(M) Maintenance procedure for securing outflow/safety valve open.
21-16	(O) Operations procedure to verify inoperative environmental bleed air valve is closed prior to each flight.
21-17	(O) Operations procedure to verify inoperative environmental bleed air valve is closed prior to each flight.
22-1	(M) Maintenance procedure to disable the autopilot and determine that the servos do not cause binding of the control cables.
22-2	(M) Maintenance procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables.
23-1	(O) Operations procedure to specify how passengers will be briefed.
23-2	(O) Operations procedure to specify how passengers will be Briefed.
23-12	(O) Operations procedure to ensure SATCOM Data Link System operates normally.
24-1	(M) Maintenance procedure to determine the inoperative condition is not caused by broken wire or short which could cause a fire.
24-3	(O) Operations procedure to ensure the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
24-6	(M) Maintenance procedure to ensure ground power relay is open.
24-7	(O) Operations procedure to ensure connection/disconnection of power cart is verified.
24-11	(O) Operations procedure to verify generator tie relay is closed.
25-3-2	(O) Operations procedure to placard the affected seat and ensure baggage is not stored under the affected seat.
25-5	(M) Maintenance procedure to disconnect the remote switch from ELT and manually arm the ELT per manufacturer instructions. Care must be exercised to insure the G-Switch is NOT disabled.
25-9	(O) Operations procedure to brief the passengers.
26-2	(M) Maintenance procedure to lock and placard Lavatory Door. (O) Operations procedure to ensure Lavatory Waste Receptacle is empty and lavatory used only by crew members.
26-3	(M) Maintenance procedure to lock and placard Lavatory Door. (O) Operations procedure to ensure Lavatory Waste Receptacle is empty and lavatory used only by crew members.
27-2	(O) Operations procedure to verify the flaps are secure and in the up position and the circuit breaker is pulled.
27-4	(M) Maintenance procedure to determine servos do not cause binding of trim cables.
28-2	(M) Maintenance procedure to determine failure will not cause damage to engine or restriction in fuel flow.
28-3	(O) Operations procedure to ensure fuel quantity meets regulatory requirements for the flight. (A reliable means for determining fuel quantity is to fill fuel tanks and calculate fuel burn from full tanks and to operate within AFM limitations.)
28-5	(O) Operations procedure to verify standby fuel pumps are operating.
28-6	(M) Maintenance procedure to determine inoperative condition is not caused by leaks or broken fuel lines.
28-7	(M) Maintenance procedure to deactivate the pump and ensure no electrical power is supplied to it.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
30-3	(M) Maintenance procedure to determine inoperative motor does not affect other actuator motor. (M) Maintenance procedure to establish a method of securing vanes in the extended position
30-4	(O) Operations procedure for flight crewmember to verify operation of vanes prior to each departure. (M) Maintenance procedure to secure vanes in extended position.
30-12	(M) Maintenance procedure to secure shutoff valves in the closed position.
31-2	(O) Operations procedure for recording aircraft time for maintenance purposes.
31-4	(O) Operations procedure to ensure preflight procedures are accomplished in accordance with Beechcraft directive.
32-3	(M) Maintenance procedure to ensure nose wheel is in the free castor mode.
32-5	(O) Operations procedure to advise crew that nose steering is in the free castor mode.
32-6	(O) Operations procedure to ensure flight crew is aware of change in nose wheel steering.
32-9	(O) Operation procedure to secure aircraft during ground emergencies and prior to releasing toe brakes during normal operations.
32-10	(O) Operation procedure to advise flight crew of the requirement to manually move down lock latch.
34-4	(O) Operation procedure to advise flight crew of the need to regularly check/reset directional gyro.
34-5	(O) Operation procedure to ensure a minimum of three compass systems are operational. (O) Operation procedure to ensure aircraft is operated with dual independent navigation capability. (O) Operation procedure to ensure at least two stabilized directional gyros are installed and operate normally.
34-14	(O) Operations procedure to ensure Autopilot and Altitude Hold is operative.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-16	(M) Maintenance procedure to deactivate and secure the system. (O) Operation procedure to ensure enroute or approach procedures do not require its use. (M) Maintenance procedure to deactivate and secure the system. (O) Operation procedure to ensure enroute or approach procedures do not require its use.
34-17	(M) Maintenance procedure to ensure system is deactivated and secured. (O) Operations procedure to ensure enroute and approach procedures do not require its use. (M) Maintenance procedure to ensure system is deactivated and secured. (O) Operations procedure to ensure enroute and approach procedures do not require its use and not required by FAR.
34-17-1	(O) Operations procedure to ensure TA and RA visual and audio functions are operative on the flying pilot side.
34-17-2	(O) Operations procedure to ensure TA and RA visual and audio functions are operative on the flying pilot side, TA only mode is selected, and enroute and approach procedures do not require its use.
34-17-3	(O) Operations procedure to ensure RA visual and audio functions are operative, and enroute and approach procedures do not require its use.
34-19-1	(O) Operations procedure to ensure alternate procedures are established and used for Gear mode
34-19-2	(O) Operations procedure to ensure alternate procedures are established and used for Minimums mode.
34-19-3	(O) Operations procedure to ensure alternate procedures are established and used for Radio Altitude mode.
34-20	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used.
34-20-1	(O) Operations procedure to ensure alternate procedures are established and used for appropriate inoperative mode.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-20-4	(O) Operations procedure to ensure alternate procedures are established and used for inoperative callout(s).
34-20-5	(O) Operations procedure to ensure alternate procedures are established and used for inoperative windshear mode.
34-22	(O) Operations procedure to ensure alternate procedures are established and used and the Windshear Detection and Avoidance System operates normally. (O) Operations procedure to ensure alternate procedures are established and used and that takeoffs and landings are not conducted in known or forecast windshear conditions.
34-23	(O) Operations procedure to ensure alternate procedures are established and used and the Windshear Warning and Guidance System operates normally. (O) Operations procedure to ensure alternate procedures are established and used and that takeoffs and landings are not conducted in known or forecast windshear conditions.
34-24	(O) Operations procedure to ensure Aeronautical Charts used to verify navigation fixes are current, procedures are established and used to verify status of applicable navigation facilities, and approach navigation radios are manually tuned.
34-25	(O) Operations procedure to ensure Aeronautical Charts used to verify navigation fixes are current, procedures are established and used to verify status of applicable navigation facilities, and approach navigation radios are manually tuned.
35-3	(M) Maintenance procedure to ensure oxygen flow from affected outlet is prohibited.
37-2	(O) Operations procedure to verify inoperative valve is in the closed position. (O) Operations procedure to verify inoperative valve is in the closed position.
38-1	(M) Maintenance procedure to ensure inoperative components are deactivated or isolated. (M) Maintenance procedure to ensure system is drained and cannot be serviced prior to repair.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
38-2	(M) Maintenance procedure to ensure inoperative components are deactivated or isolated.
52-4	(M) Maintenance procedure to inspect door latching mechanism. (O) Operations procedure to ensure Nose Baggage Compartment is empty and that all latches and fasteners are secure prior to each flight.
52-5	(O) Operations procedure to ensure door is lowered manually to prevent damage to aircraft or personnel.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Cycle Air Conditioning System	C	1	0		
2.	Vapor Cycle Air Conditioning System	C	1	0		
3.	Bleed Air Fail Annunciator System	C	2	1	(O) One may be inoperative for aircraft in which gyroscopic instruments except for the right side rate of turn/slip skid indicator are electrically powered provided: <ol style="list-style-type: none"> a) The Environmental and instrument air valves are closed on inoperative side, and b) Aircraft is not operated in known or forecast icing conditions. 	
		C	2	1	(O) One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the environmental and instrument air valves are closed on the inoperative side.	
4.	L or R ENVIR FAIL Annunciation System	C	2	1	(O) One may be inoperative provided the environmental bleed air valve on the inoperative side is closed.	
5.	CABIN ALTITUDE Annunciator System	C	1	0	May be inoperative for flight at or below 10,000 feet MSL.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
6.	Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided cabin altimeter and differential pressure gauges are operative.	
		C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.	
7.	Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.	
8.	Outflow/Safety Valves	C	2	0	(M) May be inoperative for unpressurized flight provided one valve is removed or secured in the open position.	
9.	Pressurization Controller				Deleted, Revision 8.	
10.	Pressurization System	C	1	0	(M) May be inoperative provided one outflow/safety valve is removed or secured in the open position.	
11.	Automatic Temperature Control	C	1	0	May be inoperative provided manual control system is operative.	
12.	Manual Temperature Control	C	1	0	May be inoperative provided automatic control system is operative.	
13.	Vent Blowers	C	2	0		
14.	Air Conditioning N ₁ Low Annunciator	C	1	0		

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
15.	Cabin Temperature Gauge	C	1	0		
16.	Bleed Air Shutoff Valves	C	2	1	(O) One may be inoperative provided: a) The environmental air valve on the inoperative side is closed, and b) The Environmental Fail Annunciators are operative.	
17.	Precooler and Bypass Valve Systems	C	2	1	(O) One may be inoperative provided: a) The environmental air valve on the inoperative side is closed, and b) The Environmental Fail Annunciators are operative.	
18.	L or R ENVIR OFF Annunciator Systems	C	2	1		

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.	
2.	Yaw Damper	C	1	0	(M)	
3.	Autopilot Disconnect	C	-	-	May be inoperative provided the autopilot is not utilized at less than initial approach altitude.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Passenger Address System					
1)	Passenger Carrying Operations	C	1	0	(O) May be inoperative provided: a) Not required by FAR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any station that operates normally may be used.	
2)	Other Operations	D	1	0	May be inoperative unless procedures require its use.	
2. ***	Recorded Passenger Briefing Unit	C	1	0	(O)	
3.	Static Discharge Wicks	C	-	-	One wick may be missing or broken from: a) Each wing (includes aileron), b) Each side of horizontal stabilizer, and c) Vertical stabilizer (includes stabilon, tail cone, and ventral fin(s)).	
					NOTE: Maximum of five wicks may be missing.	
4.	Communications Equipment (VHF, UHF)	C	-	-	As required by FAR.	
5.	Flight Deck Speakers	C	2	1	One may be inoperative.	
		C	2	0	May be inoperative provided an operative headset is used by each flight crew member.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
6.	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.	
7. ***	Ground Communications System	C	1	0		
8	Push To Talk Switch (Radio)					
1)	Aircraft Equipped with Separate Handheld Microphone Plug-In (Second in Command Required)	C	2	1	One may be inoperative provided hand microphone on affected side is operative.	
2)	Aircraft Equipped with Separate Handheld Microphone Plug-In (Second in Command Not Required)	C	2	1	Right side may be inoperative.	
3)	Aircraft without Separate Handheld Microphone Plug-In (Second in Command Not Required)	C	2	1	Right side may be inoperative.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
9.	Crew Intercom System	B	1	0	May be inoperative for single pilot operations.	
10. ***	SELCAL/CALSEL Systems	C	1	0		
11.	Boom Microphones (CVR and FDR Installations)					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0		
	Boom Microphones (CVR Installation Only)					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g)	A	-	0	May be inoperative provided repairs are made within three flight days.	
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0		

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12.	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: <ul style="list-style-type: none"> a) SATCOM (High or Low Gain) Data Link System operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight. 	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	AC Volt/Frequency Meter	B	1	0	(M) May be inoperative for VMC provided Inverter Annunciator System is operative.	
2.	L or R DC GEN Annunciator Systems	B	2	1	One may be inoperative.	
3.	DC Loadmeters	B	2	1	(O) One may be inoperative provided: a) The electrical load is maintained within the capacity of one generator at all times, b) Both DC generator annunciators are operative, and c) Aircraft is not operated in known or forecast icing conditions.	
4.	Inverters	B	2	1	May be inoperative for day VFR.	
5.	INVERTER Annunciator System	B	1	0	May be inoperative provided: a) Both inverters are operative, and b) AC volt/frequency meter is operative.	
6.	External Power System	C	1	0	(M)	
7.	EXTERNAL POWER Annunciation System	C	1	0	(O)	

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
8.	Ground Power Receptacle				Deleted, Revision 7.	
9.	External Power Switch				Deleted, Revision 7.	
10.	Generator Bus Tie	B	2	1	One may be inoperative for day VMC provided both DC generator annunciators are operative.	
11.	L or R GEN TIE OPEN Annunciator System	B	2	0	(O) May be inoperative provided: a) Generator tie relay is verified closed prior to each departure, and b) Both DC GEN annunciators are operative.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Approved Flotation Device	D	-	0	Any in excess of those required by FAR may be inoperative.	
2.	Cockpit Crewmember Shoulder Harness	C	2	1	Right side may be inoperative provided a Second in Command is not required and seat is not occupied.	
3.	Passenger Seat(s)	C	-	0	May be inoperative provided: <ol 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) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered to be inoperative.	
					NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent to the outboard seats.	
1)	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the full upright position.	
2)	Underseat Baggage Restraining Bars	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew of inoperative restraining bar. 	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
4.	Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.	
		C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.	
5.	ELT Remote Switch	C	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from ELT, and b) ELT switch is placed in ARM position.	
6. ***	Passenger Convenience Item(s)		-	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, ashtrays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.	
7.	Emergency Medical Equipment	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
8.	Forward Observer Seat (Including All Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Operations are limited to not more than two flight days before repairs are made.	
9. ***	"Fasten Seat Belt While Seated/No Smoking" Sign	C	-	-	(O) One or more signed or placards may be illegible or missing provided a legible sign or placard is visible from each seat.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
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. ***	Lavatory Fire Extinguisher System	C	-	-	Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector system operates normally.	
		C	-	-	(M)(O) Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT USE", and c) Lavatory is used only by crewmembers.	
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
					NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operations.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, and b) Flaps are checked for proper setting prior to each departure and landing.	
2.	Flap System	C	1	0	(O) May be inoperative provided: a) Flaps are in full up position, and b) Performance charts in AFM for no flap takeoff and landing are used. CAUTION: DO NOT SILENCE THE LANDING GEAR WARNING HORN.	
3.	Trim Tab Indicators (Aileron, Rudder)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
4. ***	Electric Elevator Trim System	C	1	0	May be inoperative provided: a) Manual trim is operative and unaffected, and b) Autopilot is not used.	
5. ***	ELEC TRIM OFF Annunciator System	C	1	0		

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Standby Electric Boost Pumps	C	2	1	One may be inoperative except when using aviation gasoline.	
2.	Engine Driven Low Pressure Fuel Boost Pumps	C	2	1	(M) One may be inoperative provided standby electric fuel boost pump is operative and turned on.	
3.	Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both fuel flow indicators are operative, c) Fuel quantity annunciators are operative, and d) Procedures are established to ensure fuel balance remains within AFM limits. 	
4.	L or R FUEL QTY Annunciator Systems	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> a) Fuel quantity on board is adequate for intended flight, b) Fuel quantity indicators are operative, and c) Fuel flow indicators are operative. 	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
5.	FUEL TRANSFER Annunciator System	C	1	0	(O) One may be inoperative provided: a) Proper operation of standby fuel pumps is verified prior to departure, and b) Both fuel quantity indicators are operative.	
6.	Fuel Flow Indicators	B	2	1	(M) One may be inoperative provided fuel quantity indicators are operative and monitored.	
7.	Auxiliary Fuel Transfer Pumps	C	2	0	(M) One or both may be inoperative provided: a) Fuel quantity in main tank is adequate for the intended flight, and b) Fuel quantity indicators are operative.	
8.	L or R FUEL FEED Annunciator System	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for the intended flight, b) Fuel quantity indicators are operative, c) FUEL QTY annunciator system is operative, and d) Fuel flow indicators are operative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Surface Deice System Wing, Stabilon, and Horizontal Stabilizer	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Alternate Static Air Sources Heaters	C	2	1	May be inoperative for VMC.	
3.	Engine Inertial Ice Vane Actuator Motors	C	4	2	(M) One actuator motor on each side may be inoperative.	
		C	4	0	(M) Both actuator motors on each side may be inoperative provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate performance charts are used.	
4.	Engine Inertial Ice Vane Annunciators	C	4	2	(O) One may be inoperative on each side.	
		C	4	0	(M) Both may be inoperative on each side provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate performance charts are used.	
5.	Stall Warning Vane and Mount Plate Heater System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated within 5 nautical miles of the airport of takeoff or intended landing.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
7.	Windshield Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
8.	Propeller Deicer Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
9.	Propeller Deicing System (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.	
10.	Propeller Deice Systems (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.	
11.	Fuel Vent Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
12. ***	Brake Deice System	C	1	0	(M) May be inoperative provided shutoff valves are in off position.	
13.	Pitot Heaters	B	2	1	One may be inoperative provided: a) IFR passenger carrying operations are not conducted, and b) Aircraft is not operated in known or forecast icing conditions.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock with Sweep Second Hand or Electric Digital Clock	C	2	0	May be inoperative for VFR.	
		C	2	1	One may be inoperative for IFR.	
2. ***	Flight Hour Recorder	C	1	0	(O)	
3. ***	Flight Data Recorder (FDR)	C	-	-	Any in excess of those required by FAR may be inoperative.	
		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR 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(s) must be accomplished prior to dispatch, and d) Repairs are made within three flight days. 	
(Continued)						

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
3. ***	Flight Data Recorder (FDR) (Cont'd)					
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 the completion of the next heavy maintenance visit.	
4.	Annunciator Power Source Annunciator	C	1	0	(O) May be illuminated provided: a) Preflight procedures are conducted to check operation of individual annunciation circuits in accordance with Beechcraft Minimum Equipment Procedures (P/N 98-30335), b) MEL relief is approved and applicable procedures and restrictions observed for all annunciator circuits found to be inoperative, and c) Operation is limited to 12,500 feet MSL or below.	
5. ***	Aircraft Data Acquisition System (Installed per STC SA00095BO)	D	-	0		

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Gear Handle Light Bulbs				Deleted, Revision 7.	
2.	Landing Gear Position Indication Lights				Deleted, Revision 7.	
3. ***	Power Steering System	C	1	0	(M)(O) May be inoperative provided AFM procedures are observed.	
4. ***	PWR STEER FAIL Annunciator System	C	1	0	May be inoperative provided power steering remains off.	
5.	MAN STEER FAIL Annunciator System	C	1	0	(M)(O) May be inoperative provided: a) Power steering is disabled by pulling and banding circuit breaker, and b) Nose gear must be in free castor mode.	
6.	Manual Steering Disconnect Actuator	C	1	0	(M)(O)	
7.	HYD FLUID LOW Annunciator System	C	1	0	May be inoperative provided hydraulic fluid level is verified prior to each departure.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Anti-Skid System	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) The OFF-ON switch remains in the OFF position, and b) AFM performance charts for operation without Anti-Skid are used. NOTE: Operation from gravel runways requires a POH and AFM supplement for gravel runway operation with the Hydro-Aire Mark III Anti-Skid System.	
9.	Parking Brake	C	1	0	(O)	
10.	Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided down lock latch is operative.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Light Systems	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.	
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	May be inoperative for night operations.	
4.	Passenger Notice System (Fasten Seat Belt- No Smoking)				Deleted, Revision 10. (Moved to ATA 25).	
5.	Position Lights	C	3	0	May be inoperative for day operations.	
6.	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.	
		B	1	0	May be inoperative for night operations provided Anti-Collision Strobe Light System is operative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
7.	Anti-Collision Strobe Light System	C	1	0	May be inoperative for day operations.	
		C	1	0	May be inoperative for night operations provided Anti-Collision Beacon Light System is operative.	
8.	Taxi Light	C	1	0	May be inoperative for day operations.	
		C	1	0	May be inoperative for night operations provided both landing light are operative.	
9.	Taxi Light Annunciator System	C	1	0		
10. ***	Recognition Lights	C	2	0		
11. ***	Tail Flood Lights	C	2	0		
12.	Wing Illumination Lights	C	-	0	May be inoperative provided ground deicing procedures do not require their use.	
13.	Master Caution Lights	C	2	1	One may be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Gyroscopic Turn/Slip Skid Indicators	B	2	1	May be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.	
2.	Vertical Speed Indicators	B	2	1	One may be inoperative for VFR.	
3.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.	
4.	Gyroscopic Directional Compass System	B	2	1	(O) One may be inoperative in slaved mode provided DG mode is operative.	
5.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two stabilized Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation capability 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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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Navigation Equipment (VOR/ILS, Loran, RNAV, INS, GPS Omega/VLF, Doppler)	C	-	-	As required by FAR.	
7.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	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	Any in excess of those required by FAR may be inoperative.	
8.	Marker Beacon	C	-	-	May be inoperative provided approach procedure does not require its use.	
9.	Altitude Encoder				Included in Item 7.	
10.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11.	ADF	C	1	0	As required by FAR.	
12.	Radar Altimeter	C	1	0	Maye be inoperative provided landing minimums are not based on its use.	
13. ***	Flight Director	C	1	0	May be inoperative provided landing minimums are not based on its use.	
14.	Altitude Alert 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.	
15.	RMI	C	-	0		
16. ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) 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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4. REMARKS OR EXCEPTIONS

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Sequence No.	Item	1	2	3	4	Change Bar
17. ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) 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	(O) May be inoperative on 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 the 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	C	2	1	(M)(O) May be inoperative provided: a) RA visual display and audio Day VMC only, and b) Enroute or approach procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

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Sequence No.	Item	1	2	3	4	Change Bar
18.	Standby Altitude 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 VFR-on-Top conditions.	
19. ***	Flight Profile Advisory System					
1)	Gear Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
2)	Minimums Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
3)	Radio Altitude Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
4)	Test Mode	A	1	0	May be inoperative provided: a) The FPS is considered inoperative, and b) Repairs are made within two flight days.	
5)	Glideslope	B	1	0		
6)	Advisory Callouts	C	-	0	May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
20. ***	Ground Proximity Warning System	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
		C	-	0	(O) May be inoperative provided: a) Not required by FAR, and b) Alternate procedures are established and used.	
1)	Modes 1-4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
		C	-	0	(O) May be inoperative provided: a) Not required by FAR, and b) Alternate procedures are established and use.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
3)	Glideslope Deviation (Mode 5)	B	2	0		
		C	2	0	May be inoperative provided it is not required by FAR.	
4) ***	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20. ***	Ground Proximity Warning System (Cont'd)					
5)	Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
6) ***	TAWS	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
21.	Cargo Operations Only SIC Not Required					
1)	Airspeed Indicator	B	2	1	May be inoperative on right side provided: a) A functioning pneumatic indicator is installed and available to the pilot, and b) Aircraft must be flown from left side by the pilot in command.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
21.	Cargo Operations Only SIC Not Required (Cont'd)					
2)	Gyroscopic Bank and Pitch Indicator	B	2	1	May be inoperative on right side provided: <ol style="list-style-type: none"> a) Two independent power sources are available to drive the left side instruments, b) Aircraft does not have an Electronic Attitude Direction Indicator installed on the left side, and c) Aircraft must be flown from left side by the pilot in command. 	
3)	Gyroscopic Direction Indicator	B	2	1	May be inoperative on right side provided: <ol style="list-style-type: none"> a) Magnetic compass is operative, b) Two independent power sources are available to drive the left side instruments, and c) Aircraft must be flown from left side by the pilot in command. 	
4)	Altimeter Barometric	B	2	1	May be inoperative on right side provided: <ol style="list-style-type: none"> a) A functioning pneumatic altimeter, adjustable for barometric pressure, is installed and available to the pilot, and b) Aircraft must be flown from left side by the pilot in command. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Windshear Warning and Flight Guidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
23.	Windshear Detection and Avoidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
24.	Flight Management System Navigation Database	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 of navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
25.	Navigation Management System Navigation Database	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 of navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26.	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided 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 Receiver(s)	D	-	0		

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4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	1	0	As required by FAR.	
2.	External Oxygen Gauge	C	1	0	May be inoperative provided a maintenance or flight crewmember id in the cockpit and monitors the internal oxygen gauge during servicing to avoid over-servicing.	
3.	Passenger Oxygen Mask/Regulator	C	19	0	(M) May be inoperative provided: a) Corresponding passenger seat is blocked and placarded "DO NOT OCCUPY", and b) Affected mask/regulator does not permit flow when cabin oxygen system is activated.	
4.	Protective Breathing Equipment	D	-	-	Any in excess of those required by FAR may be missing or inoperative.	

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4. REMARKS OR EXCEPTIONS

37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
1.	Gyro Suction Gauge	C	1	0	May be inoperative for day VFR.	
		C	1	0	May be inoperative if all gyroscopic instruments except right side rate of turn/slip skid indicator is electrically powered.	
2.	Instrument Air Valve	C	2	1	(O) May be inoperative for aircraft in which all gyroscopic instruments except for the right side rate of turn/slip skid indicator are electrically powered provided: <ul style="list-style-type: none"> a) The inoperative valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions. 	
		C	2	1	(O) One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the inoperative valve is verified closed.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.	
		C	-	-	NOTE: Any portion of the system which operates normally may be used. (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced prior to repair.	
2.	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.	
					NOTE: Any portion of the system which operates normally may be used.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Forward Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.	
2.	Aft Cabin Door Warning Light (Cabin/Cargo)	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.	
3.	Air Stair Door Lock Observe Light(s) System	C	1	0	May be inoperative provided a flashlight is used by a crewmember to inspect the locking mechanism prior to each departure.	
4.	Nose Baggage Compartment Door Warning Light System	C	1	0	(M)(O) May be inoperative provided: a) The locking mechanism is inspected for proper operation, and b) A flight crewmember confirms by visual inspection that the compartment is empty and that all baggage door latches and fasteners are secured prior to each departure.	
5.	Entrance Door Snubber	C	1	0	(O)	

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4. REMARKS OR EXCEPTIONS

61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Synchrophaser/ Synchronizer System	C	1	0		
2.	Propeller Synchroscope	C	1	0		

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oil Low Pressure Warning Lights	C	2	1	One may be inoperative provided: a) Corresponding oil pressure and oil temperature gauges are operative and monitored, and b) Light will not be illuminated for flight.	