



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 09/19/2014

Beechcraft Corporation Model 50

**50 (L-23A), B50 (L-23B), C50, D50 (L-23E), D50A, D50B, D50C, D50E,
D50E-5990, E50 (L-23D, RL-23D), F50, G50, H50, J50**

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CONTROL PAGE

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	02/05/1984	COMPLETE.
1	03/31/1989	COMPLETE.
2	06/19/1989	DEFINITIONS, PREAMBLE.
3	07/20/1993	HIGHLIGHTS OF CHANGE, DEFINITIONS, GUIDELINES FOR (O) AND (M) PROCEDURES, 21-1, 22-1, 23-1, 23-2, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 31-1, 33-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7,35-1, 37-1, 46-1.
4	09/19/2014	COMPLETE.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
Cover Page	Updated to Revision 4 and incorporate MKC AEG format. This is a complete format change.
Table of Contents	Updated to reflect changes to Revision 4.
Log of Revisions	Updated to reflect changes to Revision 4.
Control Pages	Updated to reflect changes to Revision 4.
Highlights of Change	Updated to reflect changes to Revision 4.
Definitions	Policy Letter 25.
Preamble	Change format of PREAMBLE section to accommodate new FSIMS MMEL distribution format.
Guidelines (O & M)	Updated to reflect changes to Revision 4.
21-1	Added clarification for (M) procedure in Remarks.
22-1	Autopilot relief updated in accordance with Policy Letter 101.
23-1	Communication System relief updated IAW PL-95.
23-02	Clarified Remarks.
23-04	Deleted relief for Cockpit Voice Recorder.
23-05	Revised based on FAA PL-58, Revision 4.
23-06	Clarified Remarks.
23-07	Added relief for Flight Deck Hand Microphones based on FAA PL-58, Rev. 4.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25	
25-2	Passenger Seat relief updated IAW PL-79.
25-3	Emergency Locator Transmitter updated IAW PL-120.
25-4	Passenger Convenience Items relief replaced by Non-Essential Equipment and Furnishings relief IAW PL-116.
25-5	Emergency Medical Equipment relief added IAW PL-73.
25-6	Fasten Seat Belt Sign or Placard relief added IAW PL-89.
25-6	Added relief for Cargo Restraint.
26-1	Portable Fire Extinguisher relief updated IAW PL-75.
30-1	Clarified Remarks.
31-1	Added operations clarification to Remarks.
31-2	Added (O) procedure clarification to Remarks.
33-1	Cockpit / Instrument Lighting relief updated per IAW PL-77.
33-2	Added taxi light relief.
33-3, 4, 5	Clarification of condition in Remarks.
ATA 34	ATA Chapter 34 has been revised in its entirety.
ATA 46	Chapter added for Information Systems.
46-1	Electronic Flight Bag relief added IAW PL-121.
46-02	Added relief for XM Satellite Weather System.

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DEFINITIONS AND PREAMBLE

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

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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, excluding Non-Essential Equipment & Furnishings (NEF) (M) and (O) procedures:

SEQUENCE NO.	PROCEDURE
21-1	(M) Maintenance procedure to make sure system is deactivated.
22-01	(M) Maintenance procedure to make sure no electrical or mechanical fault exists that may have an adverse effect on any Flight Control.
25-03-02	(M) Maintenance procedures to deactivate ELT.
28-01	(O) Operations procedure to make sure a reliable means is established and used to determine that fuel quantity on board meets the regulatory requirements for the intended flight.
31-02	(O) Operations procedure to make sure flight time on aircraft is logged.
34-04-03-01	(O) Operations procedure to make sure current Aeronautical Charts are used, verify status and suitability of the Navigation Facilities used to define route of flight, and use manual tuning of Approach Navigation Radios.
34-08	(O) Operations procedure to establish alternate means for awareness of approach minimums. (M) Maintenance procedure to deactivate Radar Altimeter.
34-15-01	(M) Maintenance procedure to deactivate and secure the System.
34-15-02	(M) Maintenance procedure to deactivate and secure the System.
34-15-02-02	(O) Operations procedure to make sure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.
34-15-02-03	(O) Operations procedure to make sure RA Visual Display and Audio functions are operative and enroute or approach procedures do not require use of the TA Display System.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-16	(O) Operations procedure to make sure alternate procedures are established and used.
37-01	(M) Maintenance procedure to make sure failure of an Engine Driven Pressure Pump does not affect Engine or the System function.
46-01	(O) Operations procedure to make sure alternate procedures are established and used.
46-01-01	(O) Operations procedure to make sure alternate procedures are established and used.
46-01-02	(O) Operations procedure to make sure alternate procedures are established and used.
	(M) Maintenance procedure to make sure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
46-01-03	(O) Operations procedure to make sure alternate procedures are established and used.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
01	Combustion Heater	C	1	0	(M) May be inoperative provided: a) Heater is deactivated, and b) Suitable conditions exist not requiring its use.	
02	Heater Blower	C	1	0	May be inoperative provided: a) Use of heater or windshield defogging is not necessary on the ground, b) Heater is turned off prior to landing, and c) Flight is not conducted in known or forecast icing conditions.	
03	Evaporative Cooler	C	1	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
01	Autopilot System	C	1	0	(M) May be inoperative provided: a) Operations do not require its use, and b) System is deactivated.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
01	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
02	Audio Amplifier	C	1	0	May be inoperative provided: a) Headset operation is not affected, and b) Two operative headsets are available to the flight crew.	
03	Cockpit Speaker	C	1	0	May be inoperative provided two operative headsets are available to the flight crew.	
04	Flight Deck Headsets Earphones/ Headphones and Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-01	Headset Boom Microphones (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.	
(Continued)						

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TABLE KEY

- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
04	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Cont'd)					
-02	Headset Boom Microphones (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: c) Associated hand microphone is installed and operates normally, and d) Repairs are made in accordance with applicable regulations.	
-03	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-04	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
05 ***	Voice Activated Interphone System	C	1	0	May be inoperative provide alternate means of communication between crew and passengers is established and used.	
06	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
01	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative provided the Seat remains unoccupied.	
02	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, and b) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative. A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.	
03	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
04 ***	Non-Essential Equipment and Furnishings (NEF)		-	-	May be inoperative, damaged or missing provided the item is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the Operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to other flight crew and included in the operator's appropriate document.	
05	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) And/Or Associated Equipment	D	-	-		
-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-		
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
06	"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.	
07	Cargo Restraint	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
01	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by 14 CFR 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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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
01	Trim Tab Position Indicators Rudder, Aileron, Elevator	C	3	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
02	Flap Position Indicator Lights	C	3	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, and b) Flaps are visually checked for proper setting prior to each departure.	

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28. Fuel						
Sequence No.	Item	1	2	3	4	Change Bar
01	Fuel Quantity Indicators	C	4	3	(O) One may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
01	Pitot Heat System	B	-	0	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) IFR passenger carrying operations are not conducted. NOTE: Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.	
02	Propeller Anti-icing System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
03	Windshield Anti/De-icing System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions	
04	Surface De-ice System (wing, vertical and horizontal stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
01	Clock With Sweep Second Hand Or Electric Digital Clock	C	-	0	May be inoperative for VFR operations.	
02	Flight Hour Recorder	C	1	0	(O) May be inoperative provided alternate procedure to record time of operation is used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
01	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.	
02	Taxi Light	C	1	0		
03	Landing Light	C	2	0	May be inoperative provided aircraft is not operated at night.	
		C	2	1	One may be inoperative for night operations.	
04	Strobe Anti-Collision Light System	B	1	0	May be inoperative provided aircraft is not operated at night.	
05	Position Light	C	3	0	May be inoperative provided aircraft is not operated at night.	
06	Wing Icing Detection Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures to not require their use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
01	Mechanical Gyroscopic Rate Of Turn/Slip Skid Indicator	B	2	1	May be inoperative on right side provided SIC pilot is not required.	
02	Mechanical Vertical Speed Indicators	B	2	1	May be inoperative on right side provided SIC pilot is not required	
03	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	Any in excess of those required by 14 CFR may be inoperative.	
-01	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	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.	
-02	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
04	Navigation Equipment					
-01	VOR/LOC System	C	-	0	One may be inoperative provided: a) Not required by 14 CFR, b) Associated glide slope is considered inoperative, and c) Operations do not require its use.	
-02	Glide Slope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
-03	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use	
					NOTE: Systems identified as FMS may have a variety of navigation signal sources. Relief for RNAV functions and/or associated signal sources of an FMS must be applied only to FMS functions limited to navigation and not affecting operation of other aircraft systems.	
					(Continued)	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
04	Navigation Equipment (Cont'd)					
-03	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS) (Cont'd)					
-01	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical charts are used to verify Navigation Fixes prior to each departure, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation radios are manually tuned and identified.	
05	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
06	Marker Beacon	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
07	Flight Director	C	1	0	May be inoperative provided operating procedures do not require its use.	
08	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) TCAS II is considered inoperative, b) Approach procedures do not require its use, and c) Alternate procedures are established and used.	
09	Gyroscopic Directional Indicator	B	2	1	Right side may be inoperative for day VFR operations.	
10	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11	Automatic Direction Finder (ADF)	D	-	-	May be inoperative provided operations do not require its use.	
12	Radio Magnetic Indicator (RMI)	D	-	-	May be inoperative provided: a) Magnetic Compass is operative, and b) Any navigation source that is not displayed on another indicator is considered inoperative.	
13	Altitude Alerter System	C	1	0	May be inoperative provided enroute operations, ie RVSM, do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro, AHRS or stabilized compass systems are operative.	
		B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or stabilized compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	
15 ***	Traffic Alert And Collision Avoidance System					
-01	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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

(Continued)

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TABLE KEY

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
15 ***	Traffic Alert And Collision Avoidance System (Cont'd)					
-02	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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-02-01	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.	
02-02	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.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15 ***	Traffic Alert And Collision Avoidance System (Cont'd)					
-02	Traffic Alert And Collision Avoidance System (TCAS II) (Cont'd)					
02-03	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.	
02-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
02-05 ***	Airspace Selection Function	C	-	0		
16 ***	Terrain Awareness And Warning System (TAWS) Class C TAWS or GPWS not required by 14 CFR	C	1	0	(O) May be inoperative provided alternate procedures are established and used. Note: Any mode that operates normally may be used.	

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AIRCRAFT: Beechcraft Model 50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
01	Oxygen System (Passenger)	C	1	0	As required by 14 CFR.	

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37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
01	Vacuum Pump	C	2	1	(M) One may be inoperative for day VFR flights.	

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AIRCRAFT: Beechcraft Model 50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
01 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to make sure information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.	
-01-01 ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-01-02 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
-01-03 ***	Data Connectivity (Class 2)	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.	
02 ***	XM Satellite Weather System	D	1	0		