



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# Master Minimum Equipment List

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Revision: 7  
Date: 07/12/2012

Hawker Beechcraft Corporation

Beechcraft Model 76

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Flight Operations Evaluation Board (FOEB)

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## TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III
--	Highlights of Change	IV, V
--	Definitions	VI
--	Preamble	VII
--	Guidelines for (O) & (M) Procedures	VIII, IX
21	Air Conditioning	21-1
22	Autopilot	22-1
23	Communications	23-1, 2
25	Equipment/Furnishings	25-1, 2
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1
30	Ice & Rain Protection	30-1
31	Indicating/Recording Systems	31-1
33	Lights	33-1
34	Navigation	34-1 THRU 7
37	Vacuum/Pressure	37-1
46	Information Systems	46-1
77	Engine Indicating	77-1

AIRCRAFT:  
BEECHCRAFT MODEL 76REVISION NO: 7  
DATE: 07/12/2012PAGE NO:  
II

## Log of Revisions

Rev No.	Date	Page Numbers	Initials
ORIGINAL	10/12/1982	COMPLETE	
1	08/24/1984	COMPLETE	
2	05/29/1986	PAGES II, III, 30-1	
3	02/19/1988	COMPLETE	
4	03/20/1989	ALL PAGES	
5	06/22/1989	HIGHLIGHTS OF CHANGE, DEFINITIONS	
5	06/22/1989	PREAMBLE	
6	10/04/1993	HIGHLIGHTS OF CHANGE, DEFINITIONS	
6	10/04/1993	GUIDELINES	
6	10/04/1993	21-1, 22-1, 23-1, 25-1, 25-2	
6	10/04/1993	26-1, 27-1, 28-1, 30-1, 31-1	
6	10/04/1993	33-1, 34-1, 34-2, 34-3, 37-1	
6	10/04/1993	77-1	
6a	04/08/1994	HIGHLIGHTS OF CHANGE, GUIDELINES	
6a	04/08/1994	21-1, 23-1, 34-1, 34-4, 37-1	
7	07/12/2012	COVER PAGE, TABLE OF CONTENTS	
7	07/12/2012	LOG OF REVISIONS, CONTROL PAGES	
7	07/12/2012	HIGHLIGHTS OF CHANGE, DEFINITIONS	
7	07/12/2012	PREAMBLE, GUIDELINES	
7	07/12/2012	21-1, 22-1, 23-1, 23-2	
7	07/12/2012	25-1, 25-2	
7	07/12/2012	26-1, 27-1, 28-1,30-1, 31-1, 33-1,	
7	07/12/2012	34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7	
7	07/12/2012	37-1, 46-1, 77-1	

AIRCRAFT:  
BEECHCRAFT MODEL 76REVISION NO: 7  
DATE: 07/12/2012PAGE NO:  
III

## Control Page

System	Page No.	Rev. No.	Current Date
Cover Page		7	07/12/2012
Table of Contents	I	7	07/12/2012
Log of Revisions	II	7	07/12/2012
Control Page	III	7	07/12/2012
Highlights of Change	IV	7	07/12/2012
	V	7	07/12/2012
Definitions	VI	7	07/12/2012
Preamble	VII	7	07/12/2012
Guidelines for (O) & (M) Procedures	VIII	7	07/12/2012
	IX	7	07/12/2012
21	21-1	7	07/12/2012
22	22-1	7	07/12/2012
23	23-1	7	07/12/2012
	23-2	7	07/12/2012
25	25-1	7	07/12/2012
	25-2	7	07/12/2012
26	26-1	7	07/12/2012
27	27-1	7	07/12/2012
28	28-1	7	07/12/2012
30	30-1	7	07/12/2012
31	31-1	7	07/12/2012
33	33-1	7	07/12/2012
34	34-1	7	07/12/2012
	34-2	7	07/12/2012
	34-3	7	07/12/2012
	34-4	7	07/12/2012
	34-5	7	07/12/2012
	34-6	7	07/12/2012
	34-7	7	07/12/2012
37	37-1	7	07/12/2012
46	46-1	7	07/12/2012
77	77-1	7	07/12/2012

## HIGHLIGHTS OF CHANGE

Cover Page	Updated to Revision 7 and incorporate MKC AEG format.  Change bars identify only new or revised content. Change bars have not been placed on items for change in location, renumbering or change in text capitalization.
Table Of Contents	Updated to reflect changes to Revision 7.
Log Of Revisions	Updated to reflect changes to Revision 7.
Control Pages	Updated to reflect changes to Revision 7.
Highlights Of Change	Updated to reflect changes to Revision 7.
Definitions	Updated to Revision 11 of the Definitions in accordance with Policy Letter 25, Revision 13.
Preamble	Change format of PREAMBLE section to accommodate new FSIMS MMEL distribution format.
Guidelines (O & M)	Updated to reflect changes to Revision 7.
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.

## HIGHLIGHTS OF CHANGE

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.
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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BEECHCRAFT MODEL 76

REVISION NO: 7

DATE: 07/12/2012

PAGE NO:

VI

DEFINITIONS

The required definitions listed in FAA Policy Letter PL-070 must be obtained from FAA Policy Letter PL-025 and inserted into the operator's MEL. Additional definitions may be included in an operator's MEL as desired

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BEECHCRAFT MODEL 76

REVISION NO: 7

DATE: 07/12/2012

PAGE NO:

VII

PREAMBLE

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

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:

21-01	(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 affect on any Flight Control.
23-07		Deleted Cockpit Voice Recorder
25-03-02	(M)	Maintenance procedures to deactivate ELT.
27-03	(M)	Maintenance procedure to make sure no mechanical or electrical fault exists that will affect the Trim System.
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.
34-04-01	(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.
34-05-02	(O)	Operations procedure to make sure alternate procedures are established and used to assess and minimize probability of encountering windshear during takeoff/departure and approach/landing and minimize the effects of unexpected windshear encounters during takeoff/departure and approach/landing.

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

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.
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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
21-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING					
01	Heater	C	1	0	(M) May be inoperative provided: a) Heater is deactivated, and b) Suitable conditions exist not requiring its use.	
02	Aft Fresh Air Blower	C	1	0		

AIRCRAFT: BEECHCRAFT MODEL 76	REVISION NO: 7 DATE: 07/12/2012	PAGE NO: 22-1
----------------------------------	------------------------------------	------------------

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

22	AUTOFLIGHT				
01	Autopilot System	C	-	0	(M) May be inoperative provided: a) Operations do not require its use, and b) System is deactivated.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
23-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23	COMMUNICATIONS				
01	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 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	Cockpit Voice Recorder				Deleted revision 7.
05	Flight Deck Headsets Earphones/ Headphones and Boom Microphones	D	-	0	Any in excess of those required by regulation 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)					

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
23-2

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

23	COMMUNICATIONS				
05	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Continued)				
-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 regulation may be inoperative.
06 ***	Voice Activated Interphone System	C	1	0	May be inoperative provide alternate means of communication between crew and passengers is established and used.
07	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	0	Any in excess of those required by regulation may be inoperative.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
25-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

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

25	EQUIPMENT/ FURNISHINGS				
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.
03	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELTs	D	-	-	Any in excess of those required by FAR 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 FAR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by FAR may be missing.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
25-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
04 *** Non-Essential Equipment and Furnishings (NEF)		-	0	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 FAR 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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
26-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26	FIRE PROTECTION					
01	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.	

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
27-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
27	FLIGHT CONTROLS					
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	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 visually checked for proper setting prior to each departure.
03	Electric Pitch Trim	C	1	0		(M) May be inoperative provided manual trim is operative and unaffected.

AIRCRAFT: BEECHCRAFT MODEL 76	REVISION NO: 7 DATE: 07/12/2012	PAGE NO: 28-1
----------------------------------	------------------------------------	------------------

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

28	FUEL				
01	Fuel Quantity Indicators	C	2	1	(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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
30-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30	ICE & RAIN PROTECTION				
01	Pitot Heaters	B	1	0	May be inoperative provided: a) Passengers are not carried for hire, and b) Aircraft is not operated in known or forecast icing conditions.
02	Propeller Deice System	C	1	0	

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
31-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
					3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS AND EXCEPTIONS	
31	INDICATING/ RECORDING SYSTEMS					
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.	   

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
33-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

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

33	LIGHTS				
01	Cockpit/Flight Deck/Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on emergency bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew.  NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
02	Taxi Light	C	-	0	
03	Landing Light	C	1	0	May be inoperative provided aircraft is not operated at night.
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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34	NAVIGATION				
01	Mechanical Gyroscopic Rate Of Turn/Slip Skid Indicator	B	1	0	Must be operative for IFR, passenger carrying VFR over the top, and VFR night flight.
02	Mechanical Vertical Speed Indicators	B	1	0	May be inoperative provided passenger carrying operations for hire are not conducted.
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 FAR may be inoperative.
-01	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.
-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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
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 FAR, and b) Operations do not require its use	
<p>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.</p>						
(Continued)						

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
04	Navigation Equipment (Continued)				
-03	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS) (Continued)				
-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, and d) RNAV departures, RNAV arrivals, instrument approaches and published RNAV routes based on RNAV guidance are not used.
05	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.
06	Marker Beacon	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
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	Altitude Encoder				Relief combined with 34-03 (ATC Transponders And Automatic Altitude Reporting Systems), Revision 7.
10	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR 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.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-5

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
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) 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.
(Continued)					

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-6

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

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

34	NAVIGATION				
15 ***	Traffic Alert And Collision Avoidance System (Continued)				
-02	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.
-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)					

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
34-7

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

34	NAVIGATION				
15 ***	Traffic Alert And Collision Avoidance System (Continued)				
-02	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)				
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 FAR	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  Note: Any mode that operates normally may be used.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
37-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

37	VACUUM/PRESSUE				
01	Pressure Pumps	C	2	1	(M) One may be inoperative for day VFR flights.
02	Pressure Gauge	C	1	0	May be inoperative for day VFR flight provided source failure indicators are operative.
03	Source Failure Indicators	C	2	0	May be inoperative for day VFR flight provided the pressure gauge is operative.

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO:  
DATE: 07/12/2012

PAGE NO:  
46-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
		2. NUMBER INSTALLED				
					3. NUMBER REQUIRED FOR DISPATCH	
46	INFORMATION SYSTEMS					
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		

AIRCRAFT:  
BEECHCRAFT MODEL 76

REVISION NO: 7  
DATE: 07/12/2012

PAGE NO:  
77-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77	ENGINE INDICATING				
01	Exhaust gas temperature indicator, dual indicating.	C	1	0	