



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

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# Master Minimum Equipment List

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Revision: 13  
Date: 07/23/2015

## Beechcraft Corporation

### Model 90 Series

**65-90 / 65-A90 / B90 / C90 / E90 / C90A / C90GT / C90GTi**

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## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: BEECHCRAFT  
Model 90 SeriesREVISION NO: 13  
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## HIGHLIGHTS OF CHANGE

	<p>Revision 13 is issued with the following changes.</p> <p>Various editing errors throughout including Item numbering that may have been out of order.</p>
Guidelines for (O) and (M) Procedures	<p>Renumbered 21-00-01 to 21-50-01 and moved to page V.</p> <p>Renumbered 23-00-05 to 23-00-02 for correct Item.</p> <p>Renumbered 23-00-04 to 23-50-04 for correct Item.</p> <p>Added (M) procedure for 11-00-02</p> <p>Added (M) procedure for 23-62-00-02</p> <p>Added (M) procedure for 25-20-01-01 and -02.</p> <p>Added (M) procedure for 25-20-01-05.</p> <p>Added (O) procedure for 25-40-01.</p> <p>Added (M) procedure for 25-50-03</p> <p>Added (O) procedure for 34-61-01.</p>
11-00-02	Added relief for a missing placard.
23-50-03	New Item number for correct JASC code.
23-50-04	New Item number for correct JASC code. Added Remarks and Exceptions. Added relief for optional third audio panel.
23-62-00-02	Added (M) procedures per Policy Letter 120. Updated Remarks or Exceptions per Policy Letter 120.
23-62-00-02-01	Right-indented item number for clearer identification.
25-20-01	Changed per PL-79, Passenger Seat Relief.
25-20-01-01	Changed per PL-79, Passenger Seat Relief. Added (M) procedure.
25-20-01-02	Changed per PL-79, Passenger Seat Relief.
25-20-01-03	Added per PL-79, Passenger Seat Relief.
25-20-01-04	Added per PL-79, Passenger Seat Relief.
25-20-01-05	Added per PL-79, Passenger Seat Relief. Added (O) procedure.
25-50-03	Add relief for Raisbeck Engineering Nacelle Overwing Storage Locker Door Gas Spring. Added (M) procedure.
27-11-01	Changed Number Installed to 1.
27-21-01	Changed Number Installed to 1. Corrected bullet errors in Remarks and Exceptions.

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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 operator's 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 (O) & (M) 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:

11-00-02	(M)	Maintenance procedure to replace illegible or missing Raisbeck Engineering wing locker loading limitation placard with a temporary placard.
21-10-01	(M)	Requires operator to develop a maintenance procedure to determine failure mode will have no adverse effect on aircraft operation.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-30-01-01	(M)	Requires operator to develop a maintenance procedure to ensure bleed air shutoff valve is secured in closed position.
21-30-01-02	(M)	Requires operator to develop a maintenance procedure to ensure bleed air shutoff valve(s) are secured in closed position.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-30-01-03	(M)	Requires the operator to develop a maintenance procedure to ensure the effected valve(s) is secured in the closed position.
21-30-02	(M)	Requires the operator to develop a maintenance procedure to ensure safety valve is secured open.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.

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

21-30-03 21-31-01 21-32-02 21-34-01	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.	
21-40-02	(M)	Requires the operator to develop a maintenance procedure to ensure no fuel leak or mechanical/electrical fault will cause a fire or additional damage.	
21-40-04	(O)	Requires an operations procedure to record heater time.	
21-50-01	(M)	Requires the operator to develop a maintenance procedure to inspect the air conditioning system to ensure there is no interference with aircraft operation and system is deactivated.	
22-10-02	(M)	Requires the operator to develop a maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.	
22-10-03	(M)	Requires the operator to develop a maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.	
23-00-02 23-00-02-01	(M)	Requires the operator to develop a procedure to deactivate the affected Flight Phone or Automatic Position Reporting System.	
23-10-01	(O)	Requires the operator to develop an operations procedure to ensure the SATCOM System operates normally.	
23-40-01-01	(O)	Requires the operator to develop an operations procedure to specify how passengers will be briefed.	
23-50-04	(M)	Requires the operator to develop a procedure to deactivate the inoperative Audio Panel.	
23-60-00-02	(M)	Requires the operator to deactivate Fixed ELT.	
23-62-00-02-01	(M)	Requires the operator to develop a procedure to disconnect the remote switch from the ELT and manually arm the ELT per the manufacturer instructions.	
25-20-01-01 25-20-01-02	(M)	Requires operator to develop a procedure to secure seat back in the upright position.	
25-20-01-05	(M)	Requires operator to develop procedure to alert crew of inoperative baggage restraining bar.	

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

25-40-01	(O)	Requires the operator to develop an operations procedure to ensure all in-flight waste is stored appropriately.	
25-50-01	(O)	Requires the operator to develop an operations procedure to ensure affected compartment remains closed and empty.	
25-50-02	(M)	Requires the operator to develop a maintenance procedure to ensure available cargo restraint is acceptable for use.	
25-50-03	(M)	Maintenance procedure to ensure Raisbeck Engineering wing lockers with an inoperative door gas spring close flush with nacelle.	
25-60-02	(M)	Requires the operator to develop a maintenance procedure to deactivate and secure affected equipment.	
27-31-01	(M)	Requires the operator to develop a maintenance procedure to deactivate Electric Trim and ensure there is no interference with operation of manual trim.	
28-41-01	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight.	
28-41-02	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight. Flight must be planned using main wing fuel quantity only.	
28-41-03	(M)	Requires the operator to develop a maintenance procedure to ensure no fuel or electrical fault adversely affects aircraft operation.	
28-41-04	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight.	
28-41-05	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight. Flight must be planned considering 28 gallons unusable fuel on associated side.	
30-00-03	(M)	Requires the operator to develop a maintenance procedure to deactivate system & ensure no adverse effect on aircraft operation.	
31-20-02	(O)	Requires an operations procedure to record flight time.	

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

32-42-01	(O)	Requires the operator to develop an operations procedure to prevent movement of the aircraft when parked or stopped.
33-20-02	(O)	Requires the operator to develop an operations procedure to appropriately brief the passengers.
34-00-02	(O)	Operations procedure must identify all systems and functions affected by the inoperative MFD specific to each installation and provide for MEL deferral of those affected systems.
34-00-03	(O)	Operations procedure to verify the MPU is operative.
34-44-01	(O)	Operations procedure to ensure pilot planning and awareness of terrain clearance.
34-44-01-01	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative GPWS.
34-44-01-01-01	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative mode(s).
34-44-01-01-02	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative GPWS.
34-44-01-02	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative advisory callout(s).
34-44-01-03	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative windshear mode.
34-44-01-04	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative FLTA/PDA mode.
34-44-02	(M) (O)	Procedure to deactivate and secure the Radar Altimeter System. Alternate procedures for terrain clearance awareness and approach minimums with the radar altimeter inoperative.
34-45-01	(M) (O)	Maintenance procedure to deactivate and secure the system. Operations procedures to ensure enroute and approach procedures do not require its use.
34-45-02	(M)	Maintenance procedure to deactivate and secure the system.
34-45-02-01	(O)	Operations procedure to ensure TA and RA display and audio functions are operative.

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

34-45-02-02	(O)	Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative.
34-45-02-03	(O)	Operations procedure to ensure RA display/functions are operative.
34-52-01-02	(O)	Alternate procedure for operation with inoperative ADS-B Squitter Transmissions.
34-61-01	(O)	Operations procedure to verify status and suitability of Navigation Facilities used for route of flight.
46-00-01	(O)	Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-00-01-01	(O)	Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration.
46-00-01-02	(M)	Procedure to secure Mounting Device in an acceptable location or remove it from the aircraft.
	(O)	Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available.
46-00-01-03	(O)	Procedures for alternate means to operate the EFB without automatic data input.
46-00-02-01	(O)	Operations procedure to ensure alternate procedures are established and used for aeronautical information.
46-00-02-02	(O)	Operations procedure to ensure alternate procedures are established and used for aeronautical information.
46-00-02-03	(O)	Operations procedure to ensure alternate procedures are established and used for information from inoperative data link.
46-00-02-04	(O)	Operations procedure to ensure alternate procedures are established and used for information from inoperative data link.
52-70-01	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
73-31-01	(M)	Maintenance procedure to ensure no fuel or electrical fault adversely affects aircraft operation.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
11	PLACARDS AND MARKINGS				
00-01	"Fasten Seat Belt While Seated" Placard	C	-	-	One or more placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
00-02	Raisbeck Engineering Nacelle Overwing Storage Lockers Loading Limitation Placard	C	2	0	(M) May be illegible or missing provided no cargo is stored within affected locker. A locker may become eligible for cargo with a temporary placard.

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ITEM

REPAIR CATEGORY

NUMBER INSTALLED

NUMBER REQUIRED FOR DISPATCH

REMARKS OR EXCEPTIONS

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
10-01 Cabin Supercharger (65-90, 65-A90, B90)	C	1	0	(M)(O) May be inoperative for unpressurized flight.
30-01 Bleed Air Shutoff Valve(s)				
-01 Model B90	C	1	0	(M) May be inoperative in the closed position.
-02 Models C90, C90A, C90GT, E90, C90GTi	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.
	C	2	0	(M)(O) May be inoperative in the closed position for unpressurized flight.
-03 Model 65-A90-1 When Modified By MRI Number 02-21- 01, dated 06/01/02	C	2	0	(M) May be inoperative provided: a) Affected valve(s) is/are verified in the closed position, and b) Windshield heat is operative.
30-02 Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is secured open.
30-03 Outflow Valve	C	1	0	(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is open.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
21	AIR CONDITIONING				
31-01	Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.
32-01	Cabin Rate Of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.
32-02	Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative for unpressurized flight.
34-01	Cabin Altitude Warning System	C	1	0	(O) May be inoperative for unpressurized flight.
40-01	Electric Heater	C	1	0	
40-02	Combustion Heater	C	1	0	(M)
40-03	Combustion Air Blower	C	1	0	May be inoperative provided combustion heater is not operated.
40-04	Heater Hourmeter	C	1	0	(O)
50-01	Air Conditioner	C	1	0	(M)
60-01	Automatic Temperature Controller	C	1	0	May be inoperative provided manual control is operative.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
22 AUTO FLIGHT					
10-01 Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.  NOTE: RVSM is not authorized.	
10-02 Yaw Damper (Except Winglet STC #SA02054SE)	C	1	0	(M)	
(Winglet STC #SA02054SE only)	C	1	0	(M) May be inoperative provided airplane is operated at or below FL 240	
10-03 Autopilot Disconnect (AP/YD/DISC Trim Switches)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
(Except GFC-700)	B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.  NOTE: RVSM is not authorized.	
(Except GFC-700)	B	2	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative.  NOTE: RVSM is not authorized.	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
23	COMMUNICATIONS				
00-01 ***	Ground Communications Power	D	-	0	
00-02 ***	Flight Phone System	D	-	0	(M)
-01 ***	Automatic Position Reporting Functions	D	-	0	(M)
10-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
12-01	VHF and/or UHF Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.
12-02 ***	FM Communications System (TDFM-136)	D	-	0	May be inoperative provided affected FM Radio remains OFF.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
23	COMMUNICATIONS				
40-01	Passenger Address System				
-01	Passenger Configuration	D	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
-02	Cargo Configuration	D	1	0	
40-02	Voice Activated Interphone	C	-	0	
50-01	Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by regulation may be inoperative.
-02	Headset Earphone/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
23	COMMUNICATIONS				
50-02	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.
50-03	Radio Tuning Unit (RTU) (Proline 21 Only)	C	1	0	May be inoperative provided: a) CDU TUNE page is selected and used to tune radios, and b) EMER TUNE switch is installed and operative.
50-04	Audio Panel (Proline 21 Only)	C	2	1	(M)Right side panel may be inoperative provided aircraft is operated single-pilot.
***	(Third Panel Only)	D	3	0	(M)
50-05	Cockpit Speaker System (Includes Audio Amp.)	C	2	0	May be inoperative provided an operative headset is provided for each crewmember.
60-01	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 tail cone and ventral fin(s).  NOTE: A maximum of three (3) Static Wicks may be broken or missing.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
23	COMMUNICATIONS				
62-00	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.
-01 ***	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.
70-01	Cockpit Voice Recorder (CVR) (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 (3) flight days.
	(Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
	(For other than Air Carrier or Commercial Operator Certificate Holder)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
22-01 Inverters	B	2	1	One may be inoperative for day VFR.	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
00-00	"Fasten Seat Belt While Seated" Sign Or Placard				MOVED to chapter 11.
10-01	Cockpit Shoulder Harness	B	-	1	May be inoperative on right side provided the seat is not occupied.
20-01	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
-01	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
-02	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
20-01	Passenger Seats (Continued)				
-03	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
-04	Seat Belt Air Bag Restraint Systems				
-01	Seat Belt Air Bags Required by CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
-02	Seat Belt Air Bags Not Required By CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.
-05	Under seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: 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.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
20-02 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	<p>May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, and procedures, are outlined in the (insert name) Manual. (M) &amp; (O) procedures, if required, must be available to flight crew.</p> <p>NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.</p>
40-01	Waste Receptacles Access Doors/Covers	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and</li> <li>b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.</li> </ul>
40-02	Exterior Lavatory Door Ashtrays	A	1	0	<p>May be missing provided it is replaced within three calendar days.</p>
50-01	Storage Compartments / Closets	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Procedures are established to secure Compartment closed,</li> <li>b) Any Emergency Equipment located in affected compartment is considered inoperative, and</li> <li>c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.</li> </ul>

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	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
50-02	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
		C	-	-	May be inoperative or missing provided Cargo Compartment remains EMPTY.
50-03	Raisbeck Engineering Nacelle Overwing Storage Lockers Door Gas Spring	D	2	0	(M) May be inoperative provided gas spring shaft moves freely and does not hinder the opening and closing of the locker door.
60-01	Emergency Medical Equipment				
-01	Automatic External Defibrillator (AED) And/Or Associated Equipment	D	-	0	May be incomplete, missing, or inoperative.
-02	Emergency Medical Kit (EMK) And/Or Associated Equipment	D	-	0	May be incomplete, missing, or inoperative.
-03	First Aid Kit (FAK) And/Or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or missing provided required distribution is maintained.
60-02 ***	EMS Equipment	C	-	0	(M) May be inoperative provided the inoperative system/component is deactivated and secured.
60-03	Pyrotechnic Signaling Devices	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.

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NUMBER INSTALLED

NUMBER REQUIRED FOR DISPATCH

REMARKS OR EXCEPTIONS

61-01 Flotation Equipment  
\*\*\* (Life Vest, Life Raft)

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION					
20-01 Engine Fire *** Extinguisher Systems	C	2	0		
22-01 Portable Fire Extinguisher	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 the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					REMARKS OR EXCEPTIONS
	NUMBER INSTALLED					
	NUMBER REQUIRED FOR DISPATCH					
27	FLIGHT CONTROLS					
11-01	Aileron Trim Tab Indicator	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
20-01	Rudder Boost System (C90A, C90GT & C90GTi Only)	C	1	0		
21-01	Rudder Trim Tab Indicator	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	   
31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Manual trim is operative and unaffected, and b) Autopilot is not used.	
51-01	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
28 FUEL					
22-01 Standby Fuel Boost Pumps (65-90, E90)	C	2	1	One may be inoperative.  NOTE: AFM limitations must be observed.	
24-01 Fuel Transfer Pumps (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	0	May be inoperative provided: a) Usable fuel is reduced by 28 gallons on the side(s) with inoperative pump, and b) Fuel Quantity Indicators are operative.	
24-02 Auxiliary Fuel Transfer Systems (E90)	C	2	0	May be inoperative provided: a) All fuel contained in the auxiliary tank(s) on the inoperative side(s) is considered unusable, and b) Fuel quantity indicating system is operative.	
40-01 NO FUEL XFR Annunciators (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
40-02 AUX EMPTY Annunciators (E90)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
41-01 Main Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both Auxiliary Fuel Quantity Indicators are operative, and d) Both NO FUEL XFR Annunciators are operative.	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
28 FUEL					
41-02 Fuel Quantity Indicators (E90)	C	2	1		(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both AUX EMPTY Lights are operative, and c) Both Fuel Flow Indicators are operative.
41-03 Fuel Totalizer (Foxboro System Only)	C	1	0		(M)
41-04 Auxiliary Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1		(O) One may be inoperative provided: a) Both Main Fuel Quantity Indicators are operative, and b) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight.
41-05 Fuel Quantity Indicators (C90, C90A, C90GT, C90GTi)	C	2	1		(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both NO FUEL XFR Annunciators are operative, and c) Both Fuel Flow Indicators are operative.
41-06 Shadin Fuel Flow Indicator ***					MOVED to chapter 73.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
30	ICE & RAIN PROTECTION				
00-01	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
00-02	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
00-03 ***	Brake Deice System	C	1	0	(M)
10-01	Surface Deice System (Wing, Vertical And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
30-01	Pitot Heaters	B	2	0	May be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Not required by 14 CFR.
40-01	Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
40-02	Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
60-01	Propeller Deice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS				
20-01	Clock With Sweep Second Hand, Or Electric Digital Clock	C	-	0	May be inoperative for VFR.
		C	-	1	
20-02	Flight Hour Recorder	C	1	0	(O)
30-01 ***	Flight Data Recorder (FDR) System (Holder of an Air Carrier or Commercial Operator Certificate)	C	1	0	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after taxi but prior to takeoff or 2. The FDR repair 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 must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
(Continued)					

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS				
30-01 ***	Flight Data Recorder (FDR) System (Continued)				
-01	FDR Recording Parameters Required By 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
-02	FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
	(Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.

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32 LANDING GEAR						
42-01 Parking Brake	C	1	0	(O)		

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
33 LIGHTS					
10-01 Cockpit/ Flight Deck Flight Compartment And Instrument Lighting System	C	-	-		Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flight crew.</li> </ul> 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
20-01 Cabin Light System	C	-	-		(O) Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Emergency Exit Lighting System is operative, if installed,</li> <li>b) Sufficient Lighting is available for crew to perform required duties, and</li> <li>c) Sufficient Lighting is operative for passenger carrying operations at night.</li> </ul>
20-02 Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0		(O) May be inoperative provided appropriate verbal briefings are given to the passengers.

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	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
33 LIGHTS					
30-01 Baggage Compartment Lights	C	-	0		
40-01 Landing Lights	C	2	0		May be inoperative for day operations.
	C	2	1		One may be inoperative for night operations provided Taxi Light is operative.
40-02 Taxi Light	C	1	0		
40-03 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 do not require their use.
	C	2	1		One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.
40-04 Position Lights	C	3	0		May be inoperative for day operations.
40-05 Anti-Collision Beacon Light System	B	1	0		May be inoperative for day operations.
40-06 Strobe Light System	C	1	0		
40-07 Recognition Lights	C	2	0		
40-08 Pulse Light System	D	1	0		
***					
40-09 Logo Lights	D	-	0		
***					

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34 NAVIGATION					
00-01 Flight Profile *** Advisory System	D	-	-		
00-02 Independent Multi- *** Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. • Weather Radar • TCAS Display • Navigation Map Display • TAWS Display • Thunderstorm Detection	
00-03 Multifunction Display (Collins EFIS-84 Only) (3 tube or 5 tube)	C	1	0	(O) May be inoperative provided the Multifunction Processing Unit (MPU) is operative	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
13-01	Mechanical Vertical Speed Indicators (Except Proline 21 equipped)	B	-	-	Any in excess of those required by 14 CFR may be inoperative.  NOTE: Any required indicator must be visible from pilot flying side.
14-01	Mechanical Airspeed Indicators (Except Proline 21 equipped)	B	-	1	May be inoperative provided an operative pneumatic or independent standby airspeed indicator is visible from pilot flying side.  NOTE: Independent standby airspeed indicator may be an electronic display provided display is powered independent of primary electrical system.
16-01	Mechanical Altimeter, Barometric Pressure Adjustable (Except Proline 21 equipped)	B	-	1	May be inoperative provided an operative pneumatic or independent standby altimeter is visible from pilot flying side.  NOTE: Independent standby altimeter may be an electronic display provided display is powered independent of primary electrical system.
16-02	Altitude Alerting System (Except Proline 21 equipped)	C	-	0	May be inoperative provided operations do not require its use.  NOTE: RVSM is not authorized.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
21-01	Mechanical Gyroscopic Pitch And Bank Indicators (Except Proline 21 equipped)	B	-	1	<p>May be inoperative provided an operative gyroscopic or independent standby attitude indicator is visible from pilot flying side.</p> <p>NOTE: Independent standby attitude indicator may be an electronic display provided display is powered independent of primary electrical system.</p>
22-01	Mechanical Gyroscopic Directional Indicator Systems (Except Proline 21 equipped)	B	-	-	<p>Any in excess of those required by 14 CFR may be inoperative provided non-stabilized magnetic compass is operative.</p> <p>NOTE: Any required indicator must be visible from pilot flying side.</p>
22-02	Radio Magnetic Indicator (RMI) (Except Proline 21 equipped)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Magnetic Compass is operative, and,</li> <li>b) Any navigation source not displayed on another indicator is considered inoperative.</li> </ul>

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
23-01	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative
		B	1	0	May be inoperative provided: a) Any combination of two gyro or IRU/AHRS 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.
24-01	Mechanical Gyroscopic Rate Of Turn/Slip Skid Indicators (Except Proline 21 equipped)	B	-	-	Any in excess of those required by 14 CFR may be inoperative.  NOTE: Any required indicator must be visible from pilot flying side.
25-01	Flight Director (Except Proline 21 equipped)	C	1	0	May be inoperative provided approach minimums are not based on its use.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34 NAVIGATION					
31-01 VOR/ILS System	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use	
	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use	
32-01 Glide Slope System	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use	
34-01 Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use	
42-01 Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIAGTION				
44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A Or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
	(Class C TAWS Or GPWS Not required By 14 CFR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.
-01	GPWS (Class A Or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
-01	Modes 1-4 (Class A TAWS Required)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
	Modes 1 & 3 (Class B TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
-02	Test Mode (Class A Or B Required)	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
(Continued)					

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required) (Continued)				
-03	Glideslope (Mod Deviation)(Mode 5) (Class A TAWS Required)	C	-	1	
		B	-	0	
***	Modes 2, 4, & 5 (Class B TAWS Required)	C	3	0	
-02	Advisory Callouts (Class A or B Required)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
(Continued)					

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required) (Continued)				
-03 ***	Windshear Mode (Reactive) (Class A TAWS Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
***	Windshear Mode (Reactive) (Class B TAWS Required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-04	Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A Or B Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
(Continued)					

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					REMARKS OR EXCEPTIONS
	NUMBER INSTALLED					
	NUMBER REQUIRED FOR DISPATCH					
34	NAVIGATION					
44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required) (Continued)					
-05	Terrain Display (Class A TAWS Required)	C	-	1		
		B	-	0		
***	Terrain Display (Class B TAWS Required)	C	-	0		
-06	Runway Awareness & Advisory System (Class A Or B Required)	C	1	0		
44-02	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used.	
					NOTE: TAWS, GPWS and/or TCAS may be inoperative.	
44-03	Ground Proximity Alert Advisory System (GPAAS)	D	-	-		

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
45-01 ***	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.
45-02 ***	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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
-01 ***	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display	C	2	1	(O) One 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 flying pilot side.
(Continued)					

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					REMARKS OR EXCEPTIONS
	NUMBER INSTALLED					
	NUMBER REQUIRED FOR DISPATCH					
34	NAVIGATION					
45-02 ***	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)					
-02	Resolution Advisory (RA) Display System(s)	C	2	1		One may be inoperative on non-flying pilot side.
		C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) display elements and voice command audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
-03	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.
-04	Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function	C	-	0		
45-03 ***	Traffic Collision Avoidance Device (TCAD)	D	-	-		

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
45-04	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as 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.
-01	Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
-02	Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
-03	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.
-04	Data Link Transmitter(s)	D	-	0	
-05	Data Link Receiver(s)	D	-	0	
45-05 ***	Skywatch Traffic Advisory System	D	-	0	

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
51-01	Distance Measuring Equipment (DME)	C	-	0	May be inoperative provided a suitable operative RNAV system is available.
		C	-	0	May be inoperative provided operations do not require its use.
		D	2	1	
52-01	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) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
-02 ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any ADS-B Out function that operates normally may be used.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
34	NAVIGATION				
55-01	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided operations do not require its use
57-01	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
61-01	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.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
35 OXYGEN					
20-01 Passenger Oxygen Masks	C	-	0		Individual oxygen masks or dispensers may be inoperative or missing provided the affected seat is placarded "DO NOT OCCUPY".
30-01 Protective Breathing Equipment ***	D	-	-		Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
46	INFORMATION SYSTEMS				
00-01 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all 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 ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-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.
-03 ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-04 ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
		NUMBER INSTALLED			
					NUMBER REQUIRED FOR DISPATCH
46	INFORMATION SYSTEMS				
00-02	Integrated Flight Information System (Pro Line 21 IFIS-5000 only)				
-01	File Server Unit (FSU) (FSU INOP message)	C	1	0	(O) May be inoperative provided all information associated with the flight is available at the pilot station in current and appropriate form.
***		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.  NOTE: If alternate source is electronic, dual redundancy is required for operation.
-02	Cursor Control Panel (CCP)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.
-03 ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
-04 ***	Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
00-03 ***	XM Satellite Weather System	D	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					REMARKS OR EXCEPTIONS
	NUMBER INSTALLED					
	NUMBER REQUIRED FOR DISPATCH					
52 DOORS						
70-01 Cabin Door Warning Light	C	1	0			(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, b) Fasten seat belt sign remains on, or passengers are orally briefed to remain seated with their seat belts fastened, and c) Aircraft must be operated unpressurized

SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	NUMBER INSTALLED				
	NUMBER REQUIRED FOR DISPATCH				
	REMARKS OR EXCEPTIONS				
61	PROPELLERS				
21-01	Propeller Synchrophaser	C	1	0	
21-02	Propeller Synchroscope	C	1	0	
23-01	Autofeathering System (Except C90GT & C90GTi)	C	1	0	
23-02	Reverse Not Ready Light	C	1	0	May be inoperative provided propeller levers are in high rpm position for reversing.

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					REMARKS OR EXCEPTIONS
		NUMBER INSTALLED				
					NUMBER REQUIRED FOR DISPATCH	
73 ENGINE FUEL & CONTROL						
31-01 Shadin Fuel Flow *** Indicator	D	-	0	(M)		

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SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	NUMBER INSTALLED			REMARKS OR EXCEPTIONS
		NUMBER REQUIRED FOR DISPATCH			
77 ENGINE INDICATING					
00-01 Engine Trend Monitoring System ***	D	1	0		