

Civil Aviation Authority

**SUPPLEMENT TO
FAA APPROVED
MASTER MINIMUM EQUIPMENT LIST
FOR**

**BEECH KING AIR SERIES
(F90, 200, B200, B200C, B200GT)**

REVISION 3

26 November 2010

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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST

BEECH KING AIR SERIES (F90, 200, B200, B200C, B200GT)

SUPPLEMENT

Revision 3
26 November 2010

Revision 3

This Master Minimum Equipment List (MMEL) Supplement is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type.



H A Fowler

For and on behalf of the
Civil Aviation Authority

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	15 October 2003		
Revision 0a	24 November 2003		
Revision 0b	27 February 2004		
Revision 1	22 October 2004		
Revision 2	19 December 2008		
Revision 2a	31 March 2009		
Revision 2b	23 August 2010		
Revision 3	26 November 2010		

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	S73-1	Revision 2	19 December 2008
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INTRODUCTION

Guidance in the use of this Supplement

1. This supplement identifies only the differences from the FAA MMEL for the Beech Model 200 Series and F-90, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviation given in this supplement supersedes that given in the FAA MMEL.
2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.
3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.
4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Air Navigation Legislation / Operating Requirements".
5. This supplement is based upon **Revision 14b, dated 27 August 2010** of the FAA Approved BEECH MODEL 200 SERIES AND F-90 MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.
6. This supplement identifies those items which are required to be modified from that defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry.

Note 1: Some items are complete replacement entries whilst others modify only parts/sections of entries – in this latter case only the amended part/section is stated in this supplement.

Note 2: The text presented in bold format within this document indicates:

- a) Additional or altered text introduced since the previous revision of this supplement, or
- b) Highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry.

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PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that Company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is dispatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which, when inoperative, obviously do not affect airworthiness. It is important to note, therefore, that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DISPATCHED. This also applies to items required by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed, must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

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PREAMBLE (Cont.)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible inter-related or additive effects and, if necessary, following consultation with appropriate engineering specialists.
10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.
11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the Beech MMEL Guidelines for (O) & (M) Procedures section should be used as a basis.
13. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

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DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.

2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

“(If Installed)”: Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.

3. "Rectification Interval" (Column 2): Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the 10 day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

NOTE: Subject to approval of the Authority, the operator may **permit a one-time extension of the applicable rectification interval B, C or D for the same duration as that specified in the MMEL.**

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

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DEFINITIONS (Cont.)

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

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DEFINITIONS (Cont.)

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (EU-OPS) in force during the flight.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.
14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
16. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.

17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".
18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the UK this is the Civil Aviation Authority.
20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.
21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.

When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.

If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

22. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

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DEFINITIONS (Cont.)

23. "Extended Overwater Flight": Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article 256(1)(a) of the ANO. The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.

26. "Flight": For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

27. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations whereby there is a lack of replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

NOTE: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

28. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repair or replacements can be made.

NOTE: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

29. Base documents used in the preparation of this MMEL are:

(a) FAA MMEL for Beech Model 200 series and F-90, **Revision 14b, dated 27 August 2010.**

(b) CAA Policy as at **26 November 2010.**

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HIGHLIGHTS OF REVISION 3

- General These highlights reflect the changes introduced as a consequence of reviewing FAA approved MMEL Revision 14b, dated 27 August 2010.
- Introduction Item 5 – amended to indicate that the base document is now Revision 14b of the FAA approved MMEL dated 27 August 2010.
- Definitions Item 3 – 'Note' revised in accordance with CAA policy.
Item 29 – amended to reflect change in base documents.

ATA 22 AUTO FLIGHT

22-6 Flight Director System Revised in line with FAA MMEL.

ATA 28 FUEL

28-1 Standby Fuel Boost Pumps Item deleted (The FAA MMEL was accepted at Rev. 14).

28-6 Fuel Quantity Indicators Item deleted (The FAA MMEL was accepted at Rev. 14).

ATA 32 LANDING GEAR

32-3 Landing Gear Position Lights Item deleted (The FAA MMEL was accepted at Rev. 14).

ATA 34 NAVIGATION

34-1 Altimeters Revised in line with FAA MMEL.

34-8 Navigation Equipment New supplement entry to consolidate navigation equipment into one entry, in line with FAA MMEL.

34-9 Weather Radar Revised to "As required by Operating Requirements". Added sub-item (1), in line with FAA MMEL.

34-11 Marker Moved to Item 34-8.

34-12 Altitude Alerting System Item re-numbered (was 34-18).

34-13 Radio Altimeter Item deleted (The FAA MMEL was accepted at Rev. 14).

34-14 Standby Magnetic Compass Item re-numbered (was 34-21).

34-15 DME Moved to Item 34-8.

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HIGHLIGHTS OF REVISION 3 (Cont.)

34-15	ACAS II	Item re-numbered (was 34-22).
34-17	GPWS	Item re-numbered (was 34-24).
34-20	Standby Attitude Indicator	Item re-numbered (was 34-27).
34-25	ADS-B	Item re-numbered (was 34-35).
34-36	Standby Power Aural Warning	Item deleted (The FAA MMEL was accepted at Rev. 14).
34-37	Standby Power Annunciator	Item deleted (The FAA MMEL was accepted at Rev. 14).
<u>ATA37</u>	<u>VACUUM / PRESSURE</u>	
37-2	Instrument Air Valves	Revised in line with FAA MMEL.
<u>ATA 52</u>	<u>DOORS</u>	
52-1	Cabin Door Warning Light	Item deleted (The FAA MMEL was accepted at Rev. 14).

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2b DATE: 23 August 2010		PAGE: S21-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
21	AIR CONDITIONING				
8	Bleed Air Shut-off Valves (Pneumatic Instrument Air)				Deleted - See Item 37-2
	(All other F90/200 Series aircraft)	C	2	1	(M) One may be inoperative in the INSTR AND ENVIR OFF position.
16	L or R BL AIR FAIL Annunciator System				
	(1) Annunciator Fails to Illuminate	C	2	1	(O) One may be inoperative provided: (a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and (b) Aircraft is not operated into known or forecast icing conditions. Note: Rudder boost will be inoperative (see item 27-3)
	(2) Annunciator Remains Illuminated	C	2	1	(O) One may be inoperative provided: (a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and (b) Aircraft is not operated into known or forecast icing conditions. Note: Rudder boost will be inoperative (see item 27-3)

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 3 DATE: 26 November 2010		PAGE: S22-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
22	AUTO FLIGHT				
5	Autopilot Mode Selector / Annunciator (Except Collins Proline 21 equipped)	C	1	0	May be inoperative provided the Autopilot System is considered inoperative, refer to item 22-1.
6	Flight Director System	C	1	0	May be inoperative provided approach procedures do not require its use. NOTE: Any operative mode may be used.
	1) Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)	C	1	0	May be inoperative provided the Flight Director System is considered inoperative.
7	Autopilot / Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)	-	1	1	Must be operative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
23	COMMUNICATIONS				
2	Passenger Address System (If installed)	D	1	0	May be inoperative provided alternate normal and emergency procedures are established and utilised.
6	Headset	D	-	0	Any in excess of one headset (including boom microphone) for each required crew member on flight deck duty may be inoperative or missing.
7	Cockpit Voice Recorder (CVR)	-	-	-	As required by Operating Requirements.
14	Push-to-Talk Switches	-	-	-	One must be operative for each required crewmember on flight deck duty.
15	Hand Held Microphones	D	-	-	Any or all may be inoperative.
	<u>Additional Entry</u>				
17	Flight Deck Intercommunication	C	1	0	May be inoperative for Non-Transport Operations only.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S24-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
				(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
24	ELECTRICAL POWER				
8	Standby Instrument Emergency Power System	-	1	1	Must be operative.
11	L or R GEN BUS TIE Relay (Model F90 Series Aircraft only)	-	2	2	Both must be operative.
12	L or R GEN BUS TIE Annunciator (Model F90 Series Aircraft only)	-	2	2	Both must be operative.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2b DATE: 23 August 2010		PAGE: S25-1
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
25 EQUIPMENT/FURNISHINGS				
1 Crew Seats				
(4) Seat Adjustment	-	-	-	As required by Operating Requirements.
(5) Shoulder Harness Inertia Reels	A	-	-	May be inoperative provided:
				(a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew member, and
				(b) Repairs or replacements are carried out within three calendar days.
5 Emergency Locator Transmitter (ELT) (If installed)	A	-	-	
(1) Survival ELT(S)	D	-	-	(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.
(2) Fixed ELT	A	-	0	May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
	D	-	-	Any in excess of those required by Operating Requirements may be inoperative.
6 Passenger Convenience Items	-	-	0	Passenger convenience items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.
				Note: Lavatory door ashtrays (internal and external) are not considered convenience items.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S25-2
(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS (Cont.)			
16	Protective Breathing Equipment (Basic and Portable)			Moved to Item 35-4.
19	Torches	C	-	- One or more may be inoperative provided each required crewmember assigned to affected position has an operative torch.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S26-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
26	FIRE PROTECTION				
2	Engine Fire Extinguisher Systems (If installed)	C	2	0	
	1) "Push To Extinguish" Guard	-	2	2	Both must be in place and functional.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2	PAGE: S27-1
		DATE: 19 December 2008	
(1) System & Sequence Numbers Item	(2) Rectification Interval		
		(3) Number installed	(4) Number required for dispatch
			(5) Remarks or Exceptions
27	FLIGHT CONTROLS		
1	Trim Tab Position Indicators (Rudder, Aileron)	B	2 0 (O) Rudder and/or Aileron indicator may be inoperative provided that prior to each flight: (a) The tab is visually checked for full range of operation, (b) Tab operation is not restricted, and (c) The tab is positioned to neutral and the neutral position is verified by visual inspection. Note: Controls must be held in neutral to determine tab settings.
2	Flap Position Indicator	B	1 0 May be inoperative provided: (a) Flaps are visually checked for full travel and to ensure flap operation is not restricted prior to each flight, and (b) Flaps are visually checked for correct setting prior to each flight.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
28	FUEL				
9	Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	<p>(M)(O) One may be inoperative provided:</p> <p>(a) Both Standby Electric Boost Pumps are operative,</p> <p>(b) Associated Standby Electric Boost Pump is turned ON,</p> <p>(c) Aviation Gasoline is not used, and</p> <p>(d) JP4 or JP5 are not used above 8,000 ft MSL</p>
	<u>Additional Entries</u>				
11	Fuel Gauge Selector Switch	A	1	0	<p>(O) Both may be inoperative provided:</p> <p>(a) Gauges show main tank fuel quantities,</p> <p>(b) A procedure is used to monitor transfer of fuel to nacelle tank,</p> <p>(c) Fuel transfer failure annunciation must be operative ("NO TRANSFER" light), and</p> <p>(d) Auxiliary tanks are filled to capacity and verified by visual inspection,</p> <p>OR</p> <p>A procedure acceptable to the Authority is used to determine accurately the quantity of fuel in the auxiliary tanks prior to flight, and</p> <p>(e) The aircraft may continue the flight or series of flights but shall not exceed 6 (six) flights prior to completion of repairs.</p>
12	FUEL PRESS Light	A	2	1	<p>(O) One may be inoperative provided:</p> <p>(a) An approved procedure is used to verify operation of the standby booster pumps prior to each flight,</p> <p>(b) The standby booster pump is switched ON throughout the flight, and</p> <p>(c) The aircraft may continue the flight or series of flights but shall not exceed one flight day prior to repair or replacement.</p>

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
30	ICE AND RAIN PROTECTION				
3	Windshield Heaters	-	2	2	Both must be operating normally.
5	Pitot Heaters	B	2	1	(O)(M) One may be inoperative for day VMC provided:
					(a) The aircraft is not operated in known or forecast icing conditions, and
					(b) The remaining pitot heater is verified to be operative prior to flight.
		B	2	1	(O)(M) Any in excess of one may be inoperative provided:
					(a) The aircraft is not operated in known or forecast icing conditions,
					(b) The remaining pitot heater is verified to be operative prior to flight, and
					(c) A pitot heat failure indication is installed and verified to be operative prior to each flight.
	(1) Pitot Heat Annunciator	-	-	-	As required by Operating Requirements.
8	Heated Fuel Vents	C	2	1	One may be inoperative provided the aircraft is not operated into known or forecast icing conditions.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
31	INDICATING/RECORDING SYSTEMS				
1	Clock	C	1	0	(O) May be inoperative provided an accurate timepiece is available on the flight deck indicating the time in hours, minutes and seconds.
3	Flight Data Recorder (FDR)	-	-	-	As required by Operating Requirements.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 3 DATE: 26 November 2010		PAGE: S32-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
32	LANDING GEAR				
1	Parking Brake	-	1	1	Must be operative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
33	LIGHTS				
2	Flight Deck and Instrument Light Systems	C	-	0	Individual lights may be inoperative for daylight operations only.
		C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> (a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, (b) Sufficient flight deck emergency lighting is operative, and (c) Lighting configuration at dispatch is acceptable to the flight crew.
3	Landing Lights	C	2	0	One or both may be inoperative for daylight operations.
		B	2	1	One may be inoperative for night operations provided a taxi light is installed and operates normally.
4	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT") Signs	-	-	-	(M)(O) No passenger seat or cabin attendant seat may be occupied from which a "No Smoking/Fasten Seat Belt" sign is not readily legible or that seat must be blocked and placarded – "DO NOT OCCUPY".
		C	-	-	(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the affected passenger seat(s) or cabin attendance seat(s) may be occupied provided: <ul style="list-style-type: none"> (a) An acceptable procedure is used to notify passengers when seat belts must be fastened, or smoking is prohibited. OR <ul style="list-style-type: none"> (b) Passengers are not carried.
6	Anti-collision Beacon Light System	C	1	0	May be inoperative for daylight or night operations provided that the light is repaired at the earliest practicable opportunity.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
33	LIGHTS (Cont.)				
9	Wing Ice Lights	D	2	0	One or both may be inoperative for daylight operations.
		B	2	0	(O) Both may be inoperative for night operations provided an alternate means of illumination is available and used to determine whether ice is accreting on the wing.
11	Logo Light System (If Installed)	D	1	0	May be inoperative.
	<u>Additional Entry</u>				
19	Courtesy Lights (If installed)	D	-	0	May be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
34	NAVIGATION				
1	Altimeters, adjustable for barometric pressure (Mechanical Altimeters only)	B	2	1	<p>One may be inoperative for single pilot operations only provided:</p> <p>(a) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Altimeter(s).</p> <p>(b) Operations are confined to day VMC only, and</p> <p>(b) The operative altimeter is on the pilot's side.</p> <p><u>Note:</u> RVSM is not authorised.</p>
3	Gyroscopic Pitch and Bank Indicator System (Mechanical Attitude Indicators only)				
	(1) Single pilot operations	A	2	0	<p>One or both may be inoperative for 2 flight days provided:</p> <p>(a) Aircraft is not equipped with EFIS, or Servoed Electric Gyroscopic Pitch and Bank Indicator,</p> <p>(b) Operations are confined to day VMC only, and</p> <p>(c) The standby attitude indicator is operative.</p>
	(2) Two pilot operations	B	2	1	<p>One may be inoperative provided:</p> <p>(a) Aircraft is not equipped with EFIS, or Servoed Electric Gyroscopic Pitch and Bank Indicator,</p> <p>(b) Operations are confined to day VMC only, and</p> <p>(c) The standby attitude indicator is operative.</p>

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
4	Gyroscopic Rate of Turn/Slip Skid Indicator (Mechanical Attitude Indicators only)			
	(1) Single pilot operations	C	2	0
				One or both may be inoperative provided:
				a) The slip indicator is operative, and
				b) The standby attitude indicator is operative.
		B	2	0
				One or both may be inoperative for day VMC only, provided:
				a) The slip indicator is operative.
	(2) Two pilot operations	B	2	0
				Both may be inoperative provided:
				a) One slip indicator is operative, and
				b) Three independent attitude indicators are operative.
		C	2	1
				Either indicator may be inoperative provided:
				a) The standby attitude indicator is operative.
		B	2	1
				The co-pilot's indicator may be inoperative provided:
				a) Both main attitude indicators are operative.
		B	2	1
				The captain's indicator may be inoperative for day VMC only provided:
				a) Both main attitude indicators are operative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
5	Gyroscopic Directional Indicator System (Mechanical Attitude Indicators only)			
	(1) Single pilot operations	C	2	1
				One may be inoperative provided:
				a) The HSI or RMI is operative on the captain's side, and
				b) Aircraft is not equipped with EFIS.
	(2) Two pilot operations	B	2	1
				One may be inoperative for day VMC only provided:
				a) A stabilised heading indication is operative on each pilot's panel,
				b) The standby compass is operative, and
				c) Aircraft is not equipped with EFIS.
6	Vertical Speed Indicator (VSI) (Mechanical VSI only)			
	(1) Single pilot operations	C	2	1
				One may be inoperative provided the operative indicator is on the captain's side.
	(2) Two pilot operations	C	2	1
				Either may be inoperative for day VMC.
7	ATC Transponder and Automatic Altitude Reporting Systems	-	-	-
				As required by Operating Requirements.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
8	Navigation Equipment			
	1) VOR/ILS	-	-	-
	a) Glideslope System	-	-	-
	b) Marker Beacon System	-	-	-
	2) TACAN	D	-	0
	3) DME	-	-	-
	4) Area Navigation (RNAV) (Multi-Sensor, LORAN and/or GPS)	-	-	-
	5) ADF	-	-	-
	6) RMI	-	-	-
	7) Flight Management System			
	a) Navigation Databases	C	-	0
	Note: Databases which are out of date are considered to be inoperative.			
		C	-	1
				<p>(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:</p> <p>(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and</p> <p>(b) Navigation database information is disregarded.</p> <p>Any in excess of one may be inoperative provided:</p> <p>(a) The operative database is up-to-date for route, departure, arrival and approach procedures that require the use of Navigation Database for RNAV, and</p>
				(Cont...)

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(1) System & Sequence Numbers Item		(2) Rectification Interval	
		(3) Number installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	
<p>34 NAVIGATION (Cont.)</p> <p>8 Navigation Equipment (Cont.)</p> <p>7) Flight Management System</p> <p>a) Navigation Databases (Cont.)</p> <p>Note: Databases which are out of date are considered to be inoperative.</p>	A	- 0	
		A	- 0
			<p>(b) This up-to-date database is readily available to the flight crew member(s) responsible for navigation.</p> <p>(O) One or more may be out-of-date for a maximum of 10 calendar days provided:</p> <p>(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,</p> <p>(b) Before each flight, current aeronautical information is used to verify the database navigation fixes, the co-ordinates, frequencies, status (as applicable) and suitability of navigation facilities required for the intended route, and</p> <p>(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p> <p>(O) One or more may be out-of-date for a maximum of 10 calendar days provided:</p> <p>(a) Conventional (non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle.</p> <p>(Cont...)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
34 NAVIGATION (Cont.)				
8 Navigation Equipment (Cont.)				
7) Flight Management System				
a) Navigation Databases (Cont.)				
Note: Databases which are out of date are considered to be inoperative.				
9 Weather Radar (If installed)	-	-	-	As required by Operating Requirements.
1) Radar Antenna Stabilisation	C	1	0	May be inoperative provided: (a) Antenna sweep is parallel with lateral axis, and (b) Antenna tilt control is operative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
34	NAVIGATION (Cont.)				
12	Altitude Alerting System (If installed)	B	-	0	(O) May be inoperative provided an autopilot with an altitude hold is operative. Note: One Altitude Alerting System is required to be operative for RVSM operations.
14	Standby Magnetic Compass	B	1	0	May be inoperative provided at least two independent stabilised compass systems are installed and operative.
15	Airborne Collision and Avoidance System (ACAS II) (If installed)				
	(1) ACAS II System	A	-	0	(M) May be inoperative provided the system is deactivated and secured, and (a) It is not reasonably practicable for repairs or replacements to be made, and (b) Repairs or replacements must be carried out within 10 calendar days.
	(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	-	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
	(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
	(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative. (Cont...)

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
15	Airborne Collision and Avoidance System (ACAS II) (If installed) (Cont.)			
	(5) Audio Functions	-	1	- Must not be inoperative in isolation to the ACAS II system as a whole. This function must be operative in order to consider the ACAS II system operative.
	(6) Airspace Selection Function (If installed)	C	-	0 May be inoperative.
17	Ground Proximity Warning System (GPWS) (including TAWS)	-	-	- As required by Operating Requirements.
20	Standby Attitude Indicator			
	(1) Single Pilot operations	B	-	0 One or more may be inoperative for day VMC only provided the captain's attitude indicator is operative.
	(2) Two Pilot operations	B	-	0 May be inoperative for day VMC only provided both attitude indicators are operative.
25	Automatic Dependant Surveillance Broadcast (ADS-B) System	D	-	- Any in excess of those required may be inoperative.
	<u>Additional Entries</u>			
39	OAT Gauge (If installed)	C	1	0 May be inoperative provided engine inertial ice vanes are extended when the aircraft is operated in any visible moisture or when the OAT is known to be below 5°C.
40	Turn Co-ordinator (If installed)	C	-	0 May be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
35	OXYGEN			
1	Passenger Oxygen System	-	-	-
				As required by Operating Requirements
				Note: Flight Crew Oxygen System must be operative except in accordance with Item 35-5.
3	Portable Oxygen Dispensing Units (Bottle and Mask) (Therapeutic)	D	-	-
				Any in excess of those required by Operating Requirements may be inoperative.
4	Protective Breathing Equipment (Basic and Portable) (If installed)	D	-	-
				(M) May be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the aircraft or retained in an approved stowage and placed out of sight so that it cannot be mistaken for a functional unit.
	<u>Additional Entry</u>			
5	Flight Crew Oxygen System	-	-	-
				As required by Operating Requirements.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	
		(3) Number installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	
37	VACUUM / PRESSURE		
2	Instrument Air Valves		
	(Beech 200T and those aircraft having Commuter Airlines modification to STC SA2307CE for 13 seats and cargo pod)	- 2	2 Both must be operative. Note: This is necessary to enable Rudder Boost to be operative (see Item 27-3)
	(All other F90/200 series aircraft)	C 2	1 (O) One may be inoperative provided: (a) Affected valve remains selected INSTR & ENVIR OFF, (a) Affected valve is verified closed prior to each takeoff, and (b) Aircraft is not operated in known or forecast icing conditions.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S61-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
61	PROPELLER				
2.	Propeller Synchrophaser System	D	1	0	

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S73-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
73	ENGINE FUEL AND CONTROL				
1.	Fuel Flow Indicators	B	2	1	(M) May be inoperative provided: (a) Both fuel quantity indicating systems are operative, and (b) The fuel flow transmitter is disconnected electrically.

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AIRCRAFT: BEECH KING AIR SERIES (F90/200/B200/B200C/B200GT) (Supplement)		REVISION NO: 2 DATE: 19 December 2008		PAGE: S79-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
79	ENGINE OIL				
	<u>Additional Entry</u>				
2	Oil Temperature Gauge	A	2	1	May be inoperative provided: (a) Associated oil pressure gauge is operating normally, and (b) Repairs or replacements are carried out within three calendar days.

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