Civil Aviation Authority

SUPPLEMENT TO

FAA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

BEECH MODELS
B90/C90/C90A/E90/C90GT/C90GTi

REVISION 2

9 September 2010

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST

BEECH MODELS B90/C90/C90A/E90/C90GT/C90GTi

SUPPLEMENT

Revision 2
9 September 2010

Revision 2

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	23 August 2005		
1	22 September 2008		
2	9 September 2010		

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INTRODUCTION

GUIDANCE FOR USE OF THIS SUPPLEMENT

1. This supplement identifies only the differences from the FAA MMEL for the Beech Models B90/C90/C90A/E90/C90GT/C90GTi, 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 The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement.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 Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Air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 11b, dated 30 July 2010**, of the FAA Approved BEECH MODELS B90/C90/C90A/E90/C90GT/C90GTi 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 Operator 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. Likewise, items which are 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/Operator’s 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.

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. 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.

NOTES AND 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 indicate 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.

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.

NOTES AND 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.

NOTES AND 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 (JAR-OPS 1 or 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 JAR-OPS 1 (or 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. The definition of VMC does not include 'VFR-on-top'.

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-engine 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.

NOTES AND DEFINITIONS (Cont.)

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.

23. "Extended Over-water 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 above definition 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 adequate 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.

NOTES AND DEFINITIONS (Cont.)

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

(a) FAA MMEL for Beech Models 65-90 / 65-A90 / B90 / C90 / E90 / C90A / C90GT / C90GTi, **Revision 11b, dated 30 July 2010.**

(b) CAA Policy as at **9 September 2010**.

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HIGHLIGHTS OF REVISION 2

General	The CAA MMEL Supplement has been updated principally to reflect Revision 11b of the FAA MMEL.
Introduction	Amended to reflect that the FAA MMEL at Revision 11b is now the base document.
Definitions	Item 24 – ANO reference updated.
	Item 29 – Source documents amended.

ATA 22 AUTO FLIGHT

22-2	Yaw Damper	The FAA MMEL at Revision 11b is acceptable.
22-3	Autopilot Disconnect	The FAA MMEL at Revision 11b is acceptable.

ATA 23 COMMUNICATIONS

23-3	Passenger Address System	Item deleted (FAA MMEL was accepted at Rev 11a)
23-8	HF Communication System	The FAA MMEL at Revision 11b is acceptable.
23-10	Emergency Locator Transmitter	Corrected designations for Survival Type to 'ELT(S)' and for Fixed Type to 'ELT'.

ATA 25 EQUIPMENT / FURNISHINGS

25-4	Emergency Locator Transmitter	Item deleted (item was moved to 23-10 at Rev 1).
25-5	Passenger Convenience Items	Correction to remarks.

ATA 31 INDICATING / RECORDING

31-1	Clock	New supplement item.

ATA 34 NAVIGATION

34-8	Radar Altimeter	Supplement item reinstated.
34-13	Navigation Equipment	New supplement item.
34-24	Flight Management System	Item moved to 34-13 2) a) (Navigation Databases). 34-24 now becomes Independent Multi Function Display, see FAA MMEL.

HIGHLIGHTS OF REVISION 2 (Cont.)

ATA 34 NAVIGATION (Cont.)

34-25	Navigation Management System	Item moved to 34-13 2) a) (Navigation Databases). 34-25 now becomes Traffic Collision Avoidance System, see FAA MMEL.

Item 34-29 re-numbered to 34-27, in line with FAA MMEL.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
21 AIR CONDITIONING				
2. Bleed Air Shut-off Valve(s)				
1) Model B-90	C	1	0	(M)**(O)** May be inoperative in the closed position **for unpressurised flight only**.
5. Outflow Valve	C	1	0	(M) May be inoperative provided: (a) Aircraft remains unpressurised, and (b) The dump valve is **secured in the** open **position**.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTO FLIGHT				
2. Yaw Damper				**The FAA MMEL at Revision 11b is acceptable.**
3. Autopilot Disconnect (AP/YD/DISC Trim Switches)				**The FAA MMEL at Revision 11b is acceptable.**

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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. Cockpit Speaker System (includes audio amp.)				
1) Single Crew	**C**	**2**	**0**	**May be inoperative for single crew operations provided a spare serviceable headset is carried in the cockpit.**
2) Dual Crew	**C**	**2**	**0**	**May be inoperative for communication purposes provided each crew member has an operative headset.**
4. Cockpit Voice Recorder (CVR)	**-**	**-**	**-**	**As required by Operating Requirements.**
8. High Frequency (HF) Communication System				**The FAA MMEL at Revision 11b is acceptable.**
9. Boom Microphone **/ Headset**	**D**	**-**	**-**	**One headset (including boom microphone) must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.**
10. Emergency Locator Transmitter (ELT) **(If installed)**				
(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.
a) Remote Switch (If installed)	C	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.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENT / FURNISHINGS				
1. **Flight Crew** Shoulder Harness	B	-	1	May be inoperative on right side provided the seat is not occupied.
1) 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.** **(b) Repairs or replacements are carried out within three calendar days.**
3. Flotation Equipment (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
5. **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 under this item. (M) and (O) procedures may be required and included in the air carrier's appropriate document.** **<u>Note</u>: Lavatory door ashtrays (internal and external) are not considered convenience items.**
7. Emergency Medical Equipment (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
8. First Aid Kit	**-**	**-**	**-**	**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
27 FLYING CONTROLS				
1. Trim Tab Indicators (Rudder and Aileron)	**B**	2	0	**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. **<u>Note</u>: 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
30	**ICE AND RAIN PROTECTION**				
2.	Windshield Heat	-	2	**2**	**Must be operative in accordance with Flight Manual Limitations.**
4.	Pitot Heaters	**-**	**-**	**-**	**As required by Operating Requirements.**
5.	Propeller De-ice Systems	C	2	**1**	(O) **One** may be inoperative provided: **(a) The aircraft is not operated at any time in visible moisture or precipitation when OAT is +10ºC or below, and** (b) The aircraft is not operated in known or forecast icing conditions. **Note: AFM limitations and procedures must be observed.**
6.	Stall Warning Heater	**-**	**-**	**-**	**As required by Operating Requirements.**
7.	Heated Fuel Vents	C	2	**1**	**One** may be inoperative provided aircraft is not operated in known or forecast icing conditions.
	Additional Entry				
8.	**Engine Air Intake Lip Heater**	**C**	**2**	**1**	**One may be inoperative provided aircraft is not operated in 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	-	-	-	**As required by Operating Requirements.**
3. Flight Data Recorder (FDR)	**-**	**-**	**-**	**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
32 LANDING GEAR				
2. 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 Lighting Systems	**C**	**-**	**0**	**May be inoperative for daylight operations.**
		C	-	-	Individual lights may be inoperative provided remaining lights are: (a) Sufficient to clearly illuminate all instruments, controls, and other devices for which it is provided, (b) Sufficient flight deck emergency lighting is operative, and (c) Lighting configuration and intensity is acceptable to the flight crew.
5.	Wing Ice Inspection Light	**D**	1	0	May be inoperative for daylight operations.
		B	1	**0**	**(O) May be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on an outside surface visible from the flight deck.**
6.	Landing Lights	C	2	0	May be inoperative for day operations.
		B	2	1	One may be inoperative for night operations provided Taxi Light is operative.
8.	Anti-collision Beacon Light System	**C**	1	0	May be inoperative for day **or night** operations **provided that the light is repaired at the earliest practicable opportunity.**
10.	Passenger Notice System (Fasten Seat Belts-No Smoking)	**-**	**-**	**-**	**(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:** **(a) An acceptable procedure is used to notify passengers when seat belts must be fastened, or smoking is prohibited.** **OR** **(b) Passengers are not carried.**

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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.	Altimeter (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
2.	Airspeed Indicator (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
5.	Gyroscopic Rate of Turn/Slip Skid Indicator (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
6.	Vertical Speed Indicator (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
8.	Radar Altimeter (If installed)	C	-	0	May be inoperative provided **operational procedures do not require its use.** **<u>Note 1:</u> If the loss of the radio altimeter prohibits normal operation of the GPWS/TAWS, the dispatch deviation and rectification interval for an inoperative GPWS/TAWS must be observed.** **<u>Note 2:</u> If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed.**
9.	Weather Radar (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
10.	ATC Transponder and Automatic Altitude Reporting Systems	**-**	**-**	**-**	**As required by Operating Requirements.**
11.	Marker Beacon	**-**	**-**	**-**	**As required by Operating Requirements.**
13.	Navigation Equipment				
	1) VOR/ILS	-	-	-	**As required by Operating Requirements.**
	a) Glideslope System	-	-	-	**As required by Operating Requirements.**
	b) Marker Beacon System	-	-	-	**As required by Operating Requirements.**
	2) Area Navigation (RNAV) (Multi-Sensor, LORAN and/or GPS)	-	-	-	**As required by Operating Requirements.**

Cont...

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
13. Navigation Equipment (Cont.)				
2) Area Navigation (RNAV) (Multi-Sensor, LORAN and/or GPS) (Cont.)				
a) Navigation Databases	C	-	**0**	**(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:** **(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and** **(b) Navigation database information is disregarded.**
Note: Databases which are out of date are considered to be inoperative.	C	-	**1**	**Any in excess of one may be inoperative provided:** **(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** **(b) This up-to-date database is readily available to the flight crew member(s) responsible for navigation.**
	A	-	**0**	**(O) One or more may be out-of-date for a maximum of 10 calendar days provided:** **(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,** **(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** **(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.**

(Cont...)

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
13. Navigation Equipment (Cont.)				
2) Area Navigation (RNAV) (Multi-Sensor, LORAN and/or GPS) (Cont.)				
a) Navigation Databases (Cont.)	A	-	**0**	**(O) One or more may be out-of-date for a maximum of 10 calendar days provided:**
Note: Databases which are out of date are considered to be inoperative.				**(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.**
				(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
				(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.
14. DME	**-**	**-**	**-**	**As required by Operating Requirements.**
15. RMI (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
16. ADF	**-**	**-**	**-**	**As required by Operating Requirements.**
17. Altitude Alerting System (Except Proline 21 Equipped)	**-**	**-**	**-**	**As required by Operating Requirements.**
18. **Standby** Magnetic Compass	B	1	0	**May be inoperative provided at least two independent stabilised compass systems are installed and operative.**
19. Traffic Alert Collision Avoidance System (TCAS I) (If installed)	D	-	0	**May be inoperative.**

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Cont.)				
20. **Airborne Collision and Avoidance System II (ACAS II) (If installed)**				
(1) ACAS II System	**A**	**-**	**0**	**(O)(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 before the commencement of flight, and** **(b) Repairs or replacements must be carried out within 10 calendar days.**
(2) Combined Traffic Alert (TA) 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.**
21. **Ground Proximity Warning System (GPWS) (including TAWS) (If installed)**	**-**	**-**	**-**	**As required by Operating Requirements.**
27. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	**-**	**Any in excess of those required 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.**
2. **Portable** Protective Breathing Equipment (PBE) (If installed)	**D**	**-**	**-**	**(M) PBE which is stowed in an approved stowage, but which is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.** **<u>Note</u>: PBE which:** **a) cannot be stowed in an approved stowage (whether inoperative or not); or** **b) is a replacement item,** **is subject to the requirements of the International Civil Aviation Organization's Technical Instructions, for the Safe Transport of Dangerous Goods by Air.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
61 PROPELLERS				
2. Propeller Synchrophaser	**D**	1	0	May be inoperative.

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