



## FLYERS ASSOCIATION NEWS

Number 97-1

April 1997

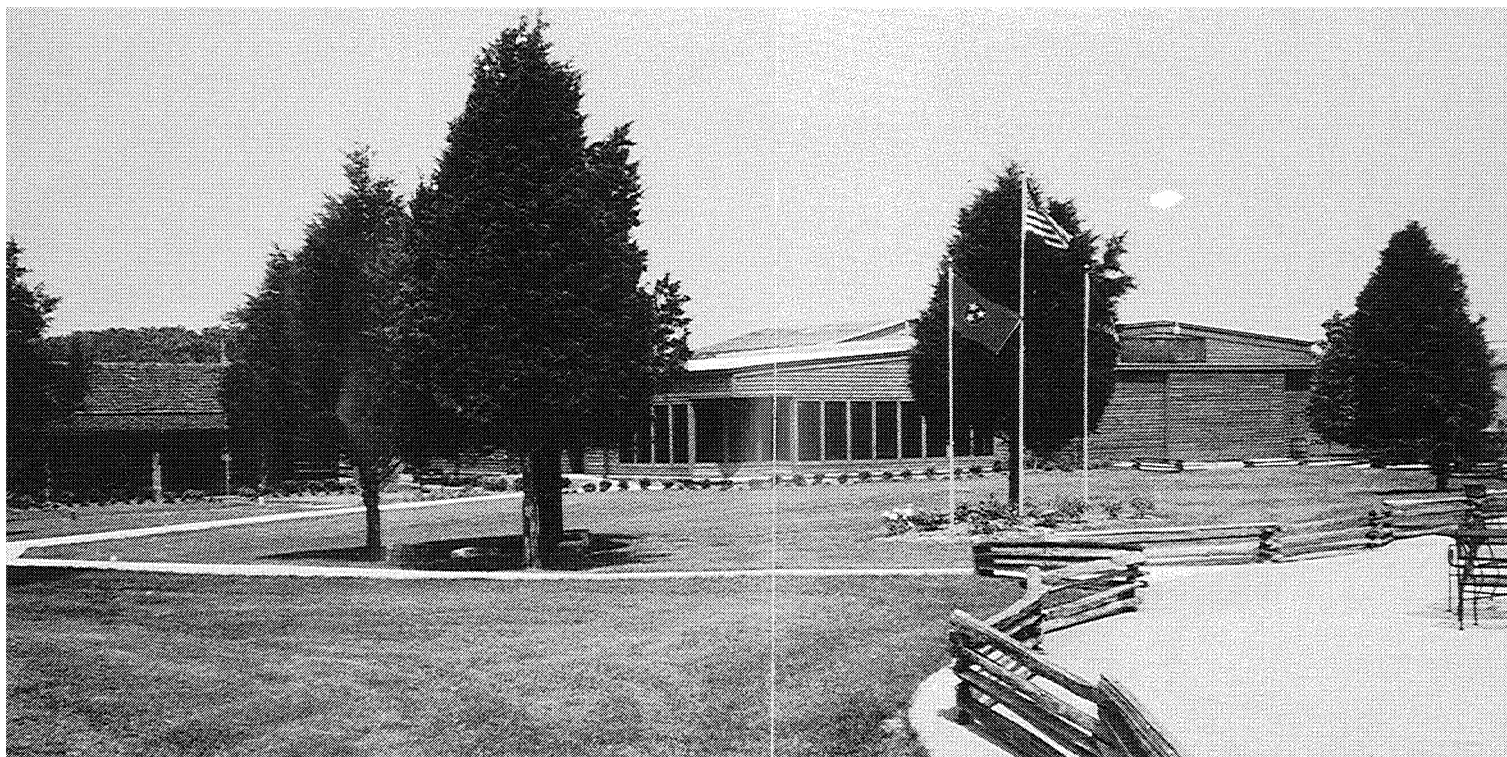


Photo of Staggerwing Museum - Tullahoma, Tennessee  
Site of 1997 Fly-in - September 25, 26, 27  
More information inside

President  
Bill Passey  
Mesa, AZ

Vice President  
Max Cohen  
Dunwoody, GA

Secretary-Treasurer  
Marge Gorman  
Mansfield, OH

## AVAILABLE

Three original Duke commercials from 1960-1980, 30 minutes. VCR copies are \$11.95 postpaid in US or Canada. Contact Jim Gorman.

Duke Association has on hand:

- 1 - Generator
- 2 - Oil coolers
- 1 - Starter
- 1 - Magneto
- 1 - Pilot-Co-Pilot hydraulic seat control
- 4 - Brake carriers 60-8002-19
- 2 - Brake disc's 60-8002-17
- 1 - Exhaust Pipe (Lycoming Part #77429)
- 1 - 5 x 6.0 Nose wheel tire
- 1 - 19.5 x 6.75-8 Main gear tire
- 2 - 19.5 x 6.75-8 Main gear tubes
- 4 - Prop brush 3E1206-2

The arrangement we have with the Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109 is they will ship an O/H generator, starter or magneto to you by UPS or Federal Express. You return (same day) your part to them. They will overhaul, charging you for work done, and the item then becomes association emergency part. Phone number 815-399-0225. For oil coolers contact Bill Passey at 602/969-2291 (office). For other items contact Jim Gorman at 419/755-1223 (office).

Just in case you have not prepared a "minimum equipment list" for your airplane, enclosed is one from the FAA. You must carry on board.

Also included is our latest membership list. Please check your listing and advise Jim Gorman of any corrections. Many telephone area codes have changed.

The December 1996 issue was incorrectly marked 96-2. Should have been 96-3 - if you wish to make the correction.

## 1997 FLY-IN

While Tullahoma, TN may not sound like an exotic place, it will surprise you. Situated on a former B-24 base, the Staggerwing Museum is almost a history of the early days at Beech Aircraft. The first plane produced, a Staggerwing, is displayed . . . restored to pristine condition. Six additional different models are also on hand, along with many artifacts from the Beech factory. Recently acquired is the 2nd oldest Twin Beech Model 18. A new building is under construction for its display, not to mention a Travel Air mystery ship.

And last but not least, the airfield is only 7 miles from Jack Daniels Distillery. A visit there is almost worth the trip. Come a day early and take the tour.

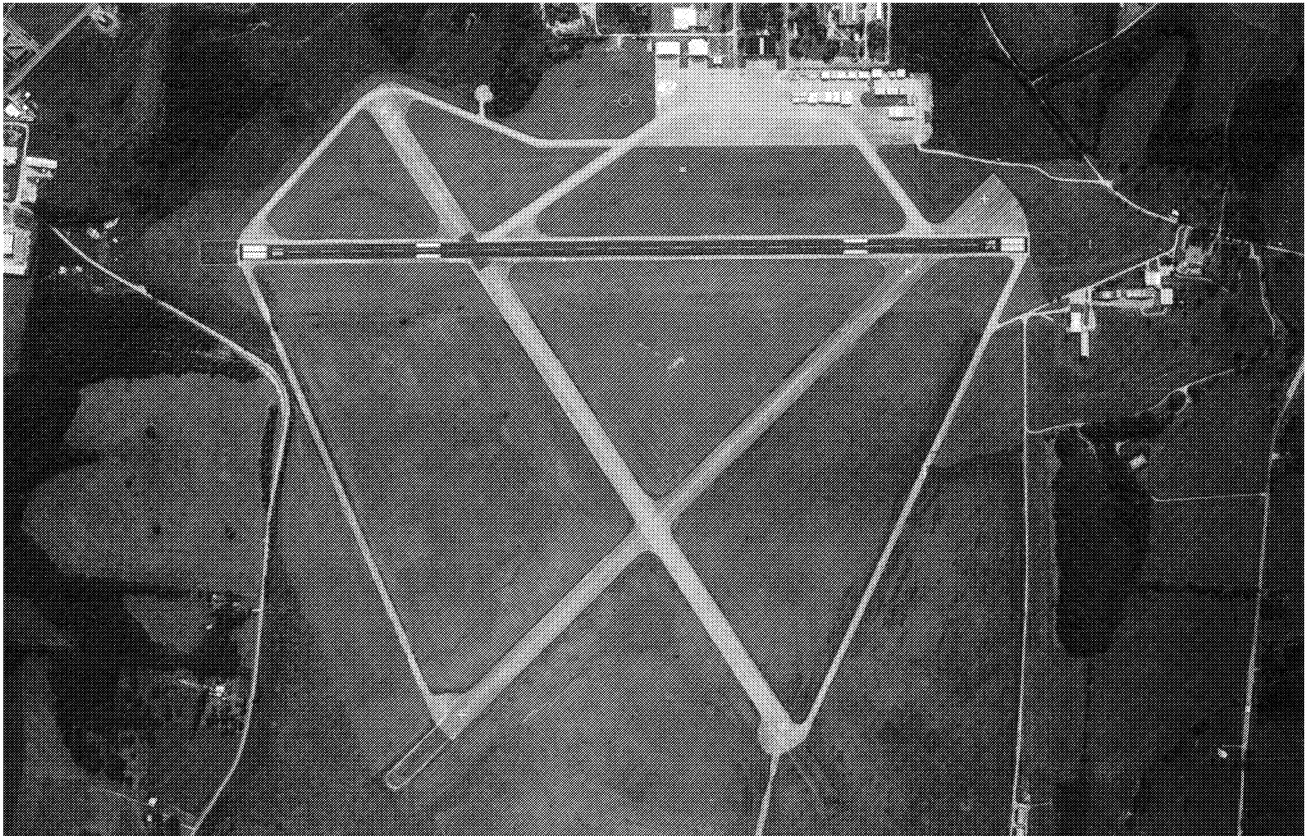
I have always advised people contacting me about purchasing a Duke to make sure it has VG's or if not have them installed due to the added safety factor. Now I'm on the soap box for another item: Oilamatic's preoiler. After our airplane has been idle for two weeks and all the oil has drained off the camshaft, lifters, et al, it is very gratifying to see 30 lbs. oil pressure BEFORE you hit the starter. I firmly believe the few cases of cam spoiling would have been prevented if the airplanes had been so equipped. Contact Oilamatic 1-800-343-7623 - George McGrillis

Jim Gorman P-596

Other items you might wish to carry on your airplane are spare generator belts. Most FBO's do not stock them. Gates Part No. 8373 should be installed as matched pair. Spec's are 45-5/8" x 3/8" x 38 degrees.

WELCOME NEW MEMBERS

Cliff Carr	C-GLSM, P-394	Thornbury, Ont.
George Gould	N88GK, P-574	Portola Valley, CA
Bruce Kuiper	N6001S, P-333	Maitland, FL
Warren Dean	N11VC, P-408	Colorado Springs, CO
Richard Balaguer	N1642W, P-198	Pontiac, MI
John Schnepf		Manhattan Beach, CA
James Foreman	N55CF, P-98	Kansas City, MO
Keith Bumsted		Boise, ID
Ronald Manter	N8777R, P-291	Marine City, MI
Steven Cassinelli	N4567M, P-467	Carmichael, CA
Hayward Daisey	N105PP, P-105	New Castle, DE
Richard McElligott	N1883L, P-383	Lafayette, LA
Douglas Learned	N11140, P-361	Monterey, CA



TULLAHOMA AIRPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C.

Revision: 4  
Date: 11/23/93

M A S T E R   M I N I M U M   E Q U I P M E N T   L I S T

\*\*\*\*\*  
\*    FOR PART 91 OPERATIONS ONLY!    \*  
\*\*\*\*\*

BEECHCRAFT 60 SERIES

AIRCRAFT EVALUATION GROUP, MKC-AEG  
Department of Transportation  
Federal Aviation Administration  
Central Region - Federal Building  
601 East 12th Street  
Kansas City, Missouri 64106

Telephone: (816) 426-3946  
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Log of Revisions

REV.NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL	07/15/83	COMPLETE	
1	06/11/85	COMPLETE	
2	04/05/89	All Pages	
3	06/20/89	HIGHLIGHTS OF REV., DEFINITIONS	
3	06/20/89	PREAMBLE	
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FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

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Control Page

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Cover Page	-	4	11/23/93
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Control Page	III	4	11/23/93
Highlights of Change	IV	4	11/23/93
Definitions	V	4	05/20/93
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Guidelines for (O) & (M) Procedures	XIV	4	11/23/93
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Highlights of Change

1. The asterisk symbol which requires a placard for inoperative equipment has been deleted in accordance with Global Change 8. Reference the definitions section for placarding requirements.
2. The words "May be inoperative" have been deleted if that was the the only proviso. By its inclusion in the MMEL, the item may be inoperative.
3. ATA 23-4 Added relief for the Cockpit Voice Recorder (CVR).
4. ATA 25-1 Changed the proviso for safety considerations.
5. ATA 25-2 Deleted the requirement for a maintenance procedure.
6. ATA 25-3 Deleted relief for flotation equipment. If the FAR requires this equipment to be on board for the flight, it must be operative.
7. ATA 25-4 Changed the proviso.
8. ATA 30-4 Changed the proviso. There is no relief for the avionics standby inverter to be inoperative.
9. ATA 33-4 Changed the proviso to reflect standard verbiage.
10. ATA 33-5 Added relief for one light to be inoperative for clarification.
11. ATA 33-9 Changed the proviso to reflect standard verbiage.
12. ATA 34-13 Added relief for GPS.
13. ATA 34-18 Added relief for magnetic compass.
14. ATA 34-19 Added relief for TCAS.



BEECHCRAFT 60 SERIES

Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

BEECHCRAFT 60 SERIES

Definitions

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind |  
the crewmembers and maintenance personnel of the equipment |  
condition. |

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.

BEECHCRAFT 60 SERIES

Definitions

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system:  
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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Definitions

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

BEECHCRAFT 60 SERIES

Definitions

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

The letter designators are inserted adjacent to Column 2.

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Definitions

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Day of Discovery" is the calendar day an  
equipment/instrument malfunction was recorded in the aircraft  
maintenance log and or record. This day is excluded from the  
calendar days or flight days specified in the MMEL for the  
repair of an inoperative item of equipment. This provision is  
applicable to all MMEL items, i.e., categories "A, B, C".

BEECHCRAFT 60 SERIES

Preamble  
(Effective 7/5/90)

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) [NEW Section 91.213(a)(2)]. It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) [NEW Section 91.213(d)], or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered

BEECHCRAFT 60 SERIES

Preamble  
(Effective 7/5/90)

inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection [Section 91.165(c), NEW Section 91.405(c)]. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the



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Preamble  
(Effective 7/5/90)

inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

BEECHCRAFT 60 SERIES

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 the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures.

- 21.1 (M) Procedure to determine no fuel leaks or electrical faults exist.
- 21.10 (M) Procedure to determine failure does not affect any other system.
- 22.1 (M) Procedure to ensure no electrical or mechanical faults exist that may have an adverse affect on any flight control.
- 22.2 (M) Procedure to ensure no electrical or mechanical faults exist that may have an adverse affect on any flight control.
- 27.3 (M) Procedure to ensure no electrical or mechanical fault exists that will affect the trim system.
- 28.1 (O) Procedure for determining fuel quantity in the fuel tanks.
- 31.2 (O) Procedure for logging flight time on the aircraft.
- 32.1 (O) Procedure to prevent the movement of the aircraft when stopped or parked.
- 37.1 (M) Procedure to determine failure does not affect engine or the system function.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BEECHCRAFT 60 SERIES

REVISION NO: 4

PAGE:

DATE: 11/23/93

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
1.	Combustion Heater	C	1	0		(M)
2.	Ventilation Blower	C	1	0		May be inoperative provided: a) Heater or windshield defogging is not required and b) Heater is turned off prior to landing.
3.	Test/Dump Switch	C	1	0		May be inoperative for unpressurized flight provided dump valve is in the open position.
4.	Pressure Differential and Cabin Altitude Indicator	C	1	0		May be inoperative for unpressurized flight.
5.	Cabin Rate of Climb Indicator	C	1	0		May be inoperative for unpressurized flight.
6.	Cabin Altitude Warning System	C	1	0		May be inoperative for unpressurized flight.
		C	1	0		OR May be inoperative for pressurized flight at or below 10,000 feet MSL.
7.	Cabin Altitude Controller	C	1	0		May be inoperative for unpressurized flight.
8.	Automatic Heat Mode	C	1	0		May be inoperative provided manual heat mode is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
9.	Manual Heat Mode	C	1	0	May be inoperative provided automatic heat mode is operative.
10.	Cooling System	C	1	0	(M)
11.	Heater Hour Meter	C	1	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot	C	1	0	(M)As required by FAR.
2.	Yaw Damper	C	1	0	(M)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Communications Equipment (VHF, UHF, HF)	C	-	-	As required by FAR.
2.	Audio Amplifier	C	1	0	May be inoperative provided: a) Headset operation is not affected and b) Two operative headsets are available to the flight crew.
3.	Cockpit Speaker	C	1	0	May be inoperative provided two operative headsets are available to the flight crew.
4.	Cockpit Voice *** Recorder	A	1	0	May be inoperative provided repairs are made within three flight days.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Cockpit Shoulder Harnesses	B	2	1	Right side may be inoperative provided the seat remains unoccupied.
2.	Passenger Seat	C	-	0	All may be inoperative provided: a) Affected seat does not block emergency egress to aisle or exit and b) Affected seat is blocked and placarded "Do not occupy".
					NOTE: 1. A seat with an inoperative seat belt or shoulder harness is considered to be inoperative. 2. A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
3.	Flotation Equipment				Deleted revision 4.
4.	ELT	C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
		C	1	0	OR As required by FAR.

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25	EQUIPMENT/FURNISHINGS				
5.	Passenger Convenience Item(s)	-	-		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, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (O) and (M) procedures may be required and included in the air carrier's appropriate document.



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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION			
1.	Portable Fire Extinguisher	B	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27		FLIGHT CONTROLS				
1.	Trim Tab Indicators	C	3	0		May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
2.	Flap Position Indicator	C	1	0		May be inoperative provided: a) Flaps are visually checked for full travel and b) Flaps are fully retracted before departure.
3.	Electric Elevator Trim	C	1	0		(M)May be inoperative provided manual trim is operative and unaffected.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1. Fuel Quantity Indicators	C	2	1		(O)One may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Pitot Heaters	B	2	0	Left unit must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.
2.	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3.	Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4.	Windshield Anti-Ice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	Propeller Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6.	Stall Warning/Angle of Attack Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS					
1.	Clock with sweep second hand or electric digital clock	C	1	0		May be inoperative for VFR.
2.	Flight Hour Recorder	C	1	0		(O)
3.	Engine Hour Recorder	C	1	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Parking Brake	C	1	0	(O)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit and Instrument Light Systems	B	-	-	May be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected conditions and d) Lighting configuration at dispatch is acceptable to the flight crew.
2.	Anti-collision Beacon Light System	B	1	0	May be inoperative for day operations.
3.	Position Lights	C	3	0	May be inoperative for day operations.
4.	Wing Ice Detection Lights	C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
5.	Landing Lights	C	2	1	
		C	2	0	OR May be inoperative for day operations.
6.	Taxi Light	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
7.	Recognition Lights	C	2	0	
8.	Strobe Light System	C	1	0	
9.	Cabin Lights	C	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Altimeters, Adjustable for Barometric Pressure	B	2	1	May be inoperative on right side for day VMC.  NOTE: Where a servoed electric altimeter is installed, a functioning pneumatic indicator is required.
2.	Airspeed Indicators	C	2	1	May be inoperative on right side for day VMC.  NOTE: Where a servoed electric airspeed is installed, a functioning pneumatic indicator is required.
3.	Gyroscopic Pitch and Bank Indicator Systems	B	2	1	May be inoperative on right side for day VMC.
4.	Gyroscopic Directional Indicator Systems	B	2	1	May be inoperative on right side for day VMC.
5.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	0	Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.
6.	Vertical Speed Indicator	B	1	0	Must be operative on left side for IFR passenger carrying.
7.	Flight Director	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
8.	Radar Altimeter	C	1	0		
9.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0		As required by FAR.
10.	Transponder	C	1	0		As required by FAR.
11.	Marker Beacon	C	1	0		May be inoperative provided approach procedure does not require its use.
12.	Altitude Encoder	C	1	0		As required by FAR.
13.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, Doppler, GPS)	C	-	-		As required by FAR.
14.	DME	C	1	0		As required by FAR.
15.	Altitude Alert/ Preselect	B	1	0		
16.	ADF	C	1	0		As required by FAR.
17.	RMI	C	1	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
18.	Non-stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	OR May be inoperative provided: a) Any combination of two gyro or INS 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	OR 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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
19. ***	Traffic Alert Collision Avoidance Systems				
1)	TCAS Systems	C	1	0	(M) May be inoperative provided the system is deactivated and secured.
2)	Combined TA and RA Dual Displays	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on flying pilot side and b) TA and RA display indications are visible to the non-flying pilot.
3)	Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side. OR (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)	TA Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.

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		1.	3. NUMBER REQUIRED FOR DISPATCH	
35 OXYGEN				
1. Oxygen System (Passenger)	C	1	0	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37	VACUUM/PRESSURE				
1.	Engine Driven Pressure Pumps	C	2	1	(M)One may be inoperative for day VFR.
2.	Deicing Pressure Indicator	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		1.			
61	PROPELLERS				
1.	Synchrophasing System	C	1	0	