



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 15
Date: XX/XX/XXXX

Textron Aviation Model 200 and F90
200 / 200C / 200CT / 200T / A100-1 / A200 / A200C / A200CT
B200 / B200C / B200CT / B200T / B200GT / B200CGT and F90

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REVISION NO. 15
DATE: XX/XX/XXXX

PAGE NO. I

AIRCRAFT:

Textron Aviation Model BE200 and F90

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PAGE NO. II

AIRCRAFT:

Textron Aviation Model BE200 and F90

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	02/27/1980	All pages.
1	11/04/1981	Pen & Ink change to add Beech B200C after the 200CT.
2	02/01/1982	Pen & Ink change to include Beech F-90.
3	11/10/1983	All pages.
4	07/30/1984	Page 28-1.
5	03/09/1988	All pages.
6	07/07/1988	Page 21-2.
7	03/16/1989	All pages.
8	06/19/1989	Definitions, Preamble.
8a	04/16/1991	Highlights of Rev., Definitions, 23-1.
8b	01/13/1992	Highlights of Rev., Guidelines, 22-1.
9	07/08/1994	Highlights of Rev, Definitions, Guidelines, 21-1, 21-2, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 52-1, 61-1.
9a	08/17/1994	Highlights of Rev., 23-2.
9b	10/20/1994	Highlights of Rev., 35-1.
9c	03/17/1999	Highlights of Rev., Definitions, Guidelines, 23-1, 25-1, 25-2, 26-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 61-1.
9d	10/12/1999	Highlights of Rev., Definitions, Preamble, Guidelines, 34-7, 61-1.
9e	09/27/2000	Highlights of Rev., Definitions, Guidelines, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9.
10	04/08/2002	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 26-2, 27-1, 28-1, 28-2, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 52-1, 61-1.
11	03/31/2003	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 30-3, 31-1, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 35-1, 37-1, 52-1, 61-1, 77-1, 79-1.

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REV NO.	DATE	PAGE NO.
12	11/03/2003	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 30-3, 30-4, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 35-1, 37-1, 52-, 61-1, 77-1, 79-1.
12a	02/25/2004	Highlights of Rev., Definitions, Guidelines, 27-1, 79-1.
13	08/17/2004	Highlights of Rev., Definitions, Guidelines, 21-3, 22-1, 22-2, 23-2, 24-1, 24-2, 25-3, 25-4, 26-3, 27-1, 28-2, 30-1, 30-2, 30-3, 30-4, 30-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17.
14	09/16/2008	Highlights of Rev., Definitions, Guidelines, 21-1, 21-2, 21-3, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 24-1, 24-2, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 26-2, 27-1, 28-1, 28-2, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-16, 35-1, 46-1, 46-2, 52-1, 61-1, 73-1, 77-1, 79-1.
14a	06/04/2010	Highlights of Change, Definitions, Preamble, Guidelines for (O) & (M), 21-2, 22-1, 34-5, 37-1.
14b	08/27/2010	Highlights of Change, 22-1, 22-2, 22-3, 27-1, 28-1, 30-1, 30-2, 34-1, 34-2, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 37-1, 46-2, 52-1, 61-1.
15	XX/XX/XXXX	All Pages.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 15 DATE: XX/XX/XXXX	PAGE NO. IV
AIRCRAFT: Textron Aviation Model BE200 and F90	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 15**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting.

PAGE NO.	EXPLANATION OF CHANGE
General	This is a major revision due to the addition of the Rockwell Collins FUSION avionics suite and the complete change to the ATA numbering format. All entries within this document are affected by this revision therefore change bars will not be included in this revision. These changes may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
	This MMEL is applicable to the Textron Aviation Model 200 known by the following marketing names: King Air 250 (B200CGT/250C) and King Air 260.

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AIRCRAFT: Textron Aviation Model BE200 and F90	DEFINITIONS AND PREAMBLE

DEFINITIONS

The required definitions are listed in MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL. Applicable 14 CFR operating rule references are listed in Appendix A of PL-25. It is the responsibility of the operator to determine which 14 CFR operating rules are appropriate for their operation. Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at drs.faa.gov.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36. Both Policy Letters are found on the FAA DRS website at drs.faa.gov.

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AIRCRAFT: Textron Aviation Model BE200 and F90	GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, STC modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

Textron has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation Model BE200 MMEL (P/N BE200BPM-15-00, or later revision). Operator's MEL procedures should be based on the Textron procedures.

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Cabin Altitude Annunciator System (Red) (ALT WARN)				Moved to ATA 31 Rev 15.	
-00-03	Cabin Differential High Annunciation (Red)				Moved to ATA 31 Rev 15.	
-00-04	Bleed Air Off Annunciation System (L or R BL AIR OFF)				Moved to ATA 31 Rev 15.	
-00-05	Bleed Air Fail Annunciator System (L or R BL AIR FAIL)				Moved to ATA 31 Rev 15.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4 Change Bar
-01-01	Vapor Cycle Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.
-01-02 ***	Ground Air Cooling System	D	1	0	(M) May be inoperative provided system is deactivated.
-01-03	Cabin Door Seal System	C	1	0	(O) May be inoperative for unpressurized flight.
-10-01	Cabin Pressurization System				
-01	Analogue	C	1	0	<p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) CABIN PRESS switch is selected to DUMP and verified operative, b) Aircraft is operated at 12,000 ft. cabin pressure altitude or below, and c) Oxygen system is used as required by 14 CFR operating rule. <p>NOTE: When cabin pressure altitude reaches 12,000 to 12,500 ft., an "ALT WARN" (red) annunciator will illuminate.</p> <p>(Continued)</p>

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-02	Analogue	C	1	0	(M) (O) May be inoperative provided: a) No cabin passengers are carried, b) CABIN PRESS switch is selected to DUMP and verified operative, c) Pull the OXY circuit breaker to disarm the passenger oxygen valve, d) Aircraft is operated at FL 250 or below, and e) Flightcrew oxygen system is used as required by 14 CFR operating rule. NOTE: When cabin pressure altitude reaches 12,000 to 12,500 feet, an "ALT WARN" (red) annunciator will illuminate.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-03	Digital 6.5 PSI Pressurization System (BY-393 and On, and BZ-3 and On)	C	1	0	(M)(O) May be inoperative provided: a) No cabin occupants are carried, b) CABIN PRESS switch is selected to DUMP and verified operative, c) Pull the PRESS CONTROL circuit breaker to disable the pressure controller, d) Pull the OXY CONTROL circuit breaker to disarm the passenger oxygen valve, e) Aircraft is operated at FL 250 or below, and f) Flightcrew oxygen system is used as required by 14 CFR operating rule. NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected. NOTE 2: A red CABIN ALT HIGH CAS message may display at 12,500 ft. or 14,000 ft. cabin altitude depending on mode of operation.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Pressurization System (Cont'd)					
-04	Digital 6.5 PSI Pressurization System (BY-393 and On, and BZ-3 and On)	C	1	0	(O) May be inoperative provided: a) CABIN DUMP is selected ON, b) Aircraft is operated at 14,100 ft. cabin altitude or below, and c) Oxygen system is used as required by 14 CFR operating rule. NOTE 1: An amber PRESS CTRL FAIL CAS message will display until item corrected. NOTE 2: A red CABIN ALT HIGH CAS message may display at 12,500 ft. or 14,000 f.t cabin altitude depending on mode of operation.	
-05	Safety Valve (Dump)	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	
-06	Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.	
-30-01	Analogue Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided cabin pressurization system is considered inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Analogue Cabin Rate of Climb Indicator					
-01		C	1	0	May be inoperative for pressurized flight provided differential pressure/cabin altitude indicator is operative.	
-02		C	1	0	(O) May be inoperative provided cabin pressurization system is considered inoperative.	
-31-01	Cabin Pressurization System Automatic Schedule Modes (BY-393 and on, and BZ-3 and on)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	
-40-01	Electric Heat System	C	1	0	(M) May be inoperative provided system is deactivated.	
-40-02 ***	Aft Blower	C	1	0		

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-60-00	Environmental Temperature Control System					
-01	Bleed Air Shutoff Valves (Environmental) (3 Position Switch)	C	2	1	(M) One may be inoperative in the ENVIR OFF Position for pressurized flight.	
		C	2	0	(M)(O) May be inoperative in the ENVIR OFF position for unpressurized flight.	
-02	Bleed Air Shutoff Valves (2 Position Switch)	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.	
		C	2	0	(M)(O) May be inoperative in closed position for unpressurized flight.	
-03	Automatic Function	C	1	0	May be inoperative provided the Manual function is operative.	
-04	Manual Function	C	1	0	May be inoperative provided the Automatic function is operative.	
-62-00	Cabin Temperature Indicator System	C	1	0		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot System (Except Collins Proline 21 and Fusion Equipped)	C	-	0	May be inoperative provided operations do not require its use.	
	Autopilot System (Collins Proline 21 and Fusion Equipped)	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Enroute procedures and approach minimums do not require use of autopilot system, b) Aircraft is not operated single-pilot, c) Autopilot is not used and AP button is not selected on the FGP, d) Rudder boost system is verified operative prior to each takeoff in accordance with the airplane flight manual, and e) Aircraft is not operated RVSM. 	
-01	Autopilot Mode Selector/Annunciator (Except Collins Proline 21 and Fusion Equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Yaw Damper					
-01	200 Series (except 200HDC, 200T with Tip Tanks or STC SA3591NM & F90 Except STC SA4130NM)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 17,000 ft. Pressure Altitude.	
-02	(200T With Tip Tanks)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 7,000 ft. MSL.	
-03	(200 Series Equipped With STC SA3591NM)	C	1	0	(M) May be inoperative provided aircraft is operated within limits published in the STC POH supplement.	
-04	(F-90 Equipped With STC SA4130NM)	C	1	0	(M) May be inoperative provided aircraft is operated within limits published in the STC POH supplement.	
-05	(200 HDC Only)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 25,000 ft. Pressure Altitude.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot Control Wheel Disconnect Switches (AP/YD/RB/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	
-01	(Except Garmin GFC-700 AFCS Equipped)	B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Second level switch trim interrupt function remains operative.	
-02	(Except Garmin GFC-700 AFCS Equipped)	B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Electric elevator trim is considered inoperative, and c) Yaw Damper is considered inoperative.	
-10-04	Autopilot Go-Around Button	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect the autopilot and establish initial pitch and wings level attitude.	
-13-00	Flight Director System	C	-	0	May be inoperative provided approach procedures do not require use. NOTE: Any operative mode may be used.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 and Fusion Equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.	
-13-02	Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 and Fusion Equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on pilot's EFIS Display or Remote Annunciator Panel.	
-30-00	Autothrottle System	D	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	
-01	Throttle Disengage Button (A/T->)	D	1	0	Autothrottle system is considered inoperative.	
-02	(Amber or White AT FAIL Message)	D	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	

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AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-00 ***	Ground Communication Power System	D	1	0		
-00-01 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		
-10-01 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	(Dual Long Range Communication Systems Not Required)	D	-	-	Any in excess of those required by operating rule may be inoperative.	
-02	(Dual Long Range Communication Systems Required)	C	-	1	(O) May be inoperative while conducting operations which require two long-range communication systems (LRCS) provided:	
					a) Aircraft SATCOM system operates normally,	
					b) SATCOM services are available as a LRCS over intended route of flight,	
					c) ICAO flight plan is updated, as required, to notify ATC of communications equipment status of aircraft, and	
					d) Alternate procedures are established and used.	
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Very High Frequency (VHF & UHF) Communication System	D	-	1	Any in excess of those required by operating rule may be inoperative provided VHF 1 operates normally.	
-01 ***	VHF Datalink (VDL)	D	-	0	May be inoperative provided procedures do not require its use.	
-20-02 ***	Selective Call (SELCAL) (System or Individual Channel)					
-01	(SELCAL Not Required)	D	-	0	May be inoperative provided procedures do not require its use.	
-02	(SELCAL Required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-30-01 ***	Airborne Flight Information System (AFIS)	D	1	0		
-40-02 ***	Voice Activated Interphone System (Cockpit to Cabin)	D	1	0	May be inoperative.	
-40-03 ***	Passenger Call System	C	1	0	May be inoperative.	
-40-04	Passenger Address (PA) System					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

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AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-40-06 ***	Recorded Passenger Briefing System	D	1	0	(O) May be inoperative provided passengers are appropriately briefed prior to each departure.	
-50-01	Cockpit Speaker System (Includes Audio Amp.)	C	2	0	(O) May be inoperative provided: a) Two operative Headsets are available to the flightcrew, and b) Aural warnings are available.	
-50-02	Push-to-Talk Switches					
-01	Aircraft Equipped With Separate Hand Microphone Plug-In (Second In Command Required)	C	2	1	One may be inoperative provided Hand Held Microphone on affected side is operative.	
-02	Aircraft Equipped With Separate Hand Microphone Plug-In (Second In Command Not Required)	C	2	1	Right side may be inoperative.	
-03	Aircraft Without Separate Hand Microphone Plug-In. (Second In Command Not Required)	C	2	1	Right side may be inoperative.	
-50-03	Cockpit Hand Microphone	D	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-01		C	2	1	Right side may be inoperative provided second in command is not required.	
-02		C	2	1	One may be inoperative provided associated boom microphone is available and operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-04	Flight Deck Headset/Boom Microphone	D	-	-	Any in excess of those required by operating rule may be inoperative.	
-01	Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
-02	Boom Microphone (For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with operating rule.	
-03 ***	Without Cockpit Voice Recorder Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	
-60-01	Static Wick	C	-	-	One Wick may be missing or broken from: a) Each Wing (includes Aileron), b) Each side of Horizontal Stabilizer, and c) Vertical Stabilizer NOTE: A Maximum of three (3) Static Wicks may be broken or missing.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-01	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
-02	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	
-03 ***	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
-04	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by operating rule.	
-05	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by operating rule.	
-06	Datalink Recording	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Generator Bus Tie Annunciation (L or R GEN TIE) (Model F90 Only)				Moved to ATA 31 Rev 15.	
-00-02	DC Generator Annunciation (L or R DC GEN)				Moved to ATA 31 Rev 15.	
-00-03	External Power Annunciation (EXT PWR)				Moved to ATA 31 Rev 15.	
-00-04	EFIS Standby Power System	B	1	0	(M) May be inoperative provided: a) Airplane is operated VFR only, b) Airplane is not operated between sunset and sunrise, and c) Standby battery is disconnected and removed.	
-22-01	AC Inverters					
-01	Inverters (Except SN BB-1769, BB-1834, BB-1843, BL-148 and after BN-10 and after, BT-47 and after, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative provided: a) Aircraft is operated in VMC only, b) Aircraft is not operated at sunset and sunrise.	
-02	Inverters Warning Light (Except SN BB-1769, BB-1834, BB-1843, BL-148 and after BN-10 and after, BT-47 and after, BY-1 and after, and BZ-1 and after)				Moved to ATA 31 Rev 15.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-25-00	AC Volt/Frequency Meter (Except SN BB-1769, BB-1834, BB-1843, BL-148 and after BN-10 and after, BT-47 and after, BY-1 and after, and BZ-1 and after)	B	1	0	May be inoperative provided Inverter Warning Light is operative.	
-30-00	L or R GEN BUS TIE Relay (Model F90 Only)	B	2	1	One may be inoperative provided: a) Aircraft is operated VMC only, b) Aircraft is not operated between sunset and sunrise, and c) Both L or R DC GEN Annunciators are operative.	
-31-01 ***	Battery Temperature Indicating System	C	1	0	May be inoperative provided the Standard BATTERY CHARGE Annunciator System is operative.	
-40-01	External Power System	C	1	0	(M) May be inoperative provided Ground Power Relay is verified open.	
-50-01 ***	Cabin AC Power System	C	-	0	(M) May be inoperative provided system is deactivated.	

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TABLE KEY

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-00-02 ***	Electric Toilet				Moved to ATA 38 Rev 15.	
-00-03	Cockpit and Cabin Partition Doors/Curtains					
-01	Solid Doors	D	-	-	(M) May be inoperative provided affected door is secured in the taxi, takeoff, and landing (TTL) position.	
-02	Curtains	D	-	-	(M) May be inoperative provided affected curtain is removed or secured in the taxi, takeoff, and landing (TTL) position.	
-03	Retractable Panels	D	2	0	(M) May be inoperative provided affected door is secured in the taxi, takeoff, and landing (TTL) position.	
-00-04 ***	SmartStart Security System	C	1	0	(M) May be inoperative provided system is deactivated.	
-00-05 ***	Wi-Fi System	D	1	0	May be inoperative. NOTE: Any function that operates normally may be used.	
-10-01 ***	Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: <ul style="list-style-type: none"> a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured. 	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Portable Flashlights/ Flashlight Holders (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
-10-02	Crew Assist Straps (Cockpit Overhead)	D	-	0	May be damaged or missing.	
-10-03	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flightcrew.	
-10-04 ***	Flight Crew Seat					
-01	Armrest	C	-	0	(M) May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flightcrew.	
-02	Shoulder Harness	B	2	0	Right side may be inoperative provided seat is not occupied.	
-03	Lumbar Support	C	-	0	May be inoperative provided the seat configuration is acceptable to the flightcrew.	
(Continued)						

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-04 ***	Flight Crew Seat (Cont'd)					
-04	Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flightcrew, and d) Repairs are made within one flight-day.	
-20-00	Passengers Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative for taxi, takeoff, and landing (TTL). NOTE 2: Affected seat(s) may include seats near the inoperative seat(s).	
-01	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
					(Continued)	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	Passengers Seat(s) (Cont'd)					
-04	Armrest	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the aircraft aisle, and a) For an armrest with seat controls, seat is secure in the taxi, takeoff, and landing (TTL) position.	
-20-01 ***	Non-Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.	
-30-00 ***	Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient Waste Receptacles are available to accommodate all waste that may be generated on a flight.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-40-00 ***	Exterior Lavatory Door Ashtrays					
-01	Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar-days.	
-02	Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar-days.	
-40-01	"FASTEN SEAT BELT"/ "FASTEN SEAT BELT WHILE SEATED" Signs or Placards				Combined with item 33-20-03 in Rev 15.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <p>5. REPAIR CATEGORY 6. NO. INSTALLED 7. NO. REQUIRED FOR DISPATCH 8. REMARKS OR EXCEPTIONS</p>
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-00	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type certificate (TC), • Supplemental Type Certificate (STC); • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
-01		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-02		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin Storage Compartments/Closets					
-01		C	-	-	(M) May be inoperative provided: a) Procedures are established and used to secure compartment in the closed position, b) Affected compartment is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item except for those permanently affixed.	
-02		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected compartment is not used for storage of any items except for those permanently affixed, d) Affected compartment is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crew members and passengers of inoperative compartments, and f) Passengers are briefed that affected compartment is not used. NOTE: Any emergency equipment located in the associated storage compartment (permanently affixed) is available for use.	
					(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cabin Storage Compartments/Closets (Cont'd)					
-03	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
-60-01 ***	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(M) May be incomplete, inoperative, or removed provided: <ul style="list-style-type: none"> a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(M) May be incomplete or removed provided: <ul style="list-style-type: none"> a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-03 ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(M) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: <ol style="list-style-type: none"> a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
-01 ***	Tamper Seals or Tags	D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-60-04 ***	Pyrotechnic Signal Device	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
-60-04 ***	Pyrotechnic Signal Device	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	
-06-05 ***	Emergency Vision Assurance System (STC SA 1050WI)	C	2	0		
-06-06 ***	Sound Management System (Active Noise Canceling System)	D	-	0		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-61-00 ***	Life Vest (Crew and Passenger)	D	-	-	Any in excess of those required by operating rule may be missing or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	
-02A	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-02B		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-02C		D	-	-	(M) May be inoperative provided any in excess of those required by operating rule may be inoperative provided system is deactivated.	
-02D		D	-	-	May be missing provided repairs are made within 90 days.	
-03 ***	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04 ***	Indicator Light	D	-	0		
-05 ***	Aural Alarm	D	-	0		

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-64-00 ***	Life Rafts	D	-	-	Any in excess of those required by operating rule may be missing or inoperative.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4 Change Bar
-11-00 ***	Lavatory Smoke Detection System	C	-	-	<p>(M)(O) Lavatory Smoke Detection System may be inoperative provided:</p> <ol style="list-style-type: none"> a) Lavatory Waste Receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.</p>
-12-01 ***	Cargo Compartment Fire Detection/Suppression System	C	-	0	<p>May be inoperative provided Cargo Compartment remains EMPTY.</p> <p>NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.</p>
-20-00 ***	Engine Fire Extinguisher Systems	C	2	0	
-20-01	Engine Fire Extinguisher PUSH TO EXTINGUISH cover guard	A	-	-	<p>May be broken, missing or without safety wire provided:</p> <ol style="list-style-type: none"> a) No function of the activation button is interfered with, and b) Repairs are made within one flight-day.

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by operating rule may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-01-00	Trim Tab Position Indicators (Rudder, Aileron, and Elevator)	C	3	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection. <p>NOTE: Controls must be held neutral to determine tab settings.</p>	
-20-00	Rudder Boost (Except 200T)	C	1	0	May be inoperative provided aircraft is not modified with STC SA2307CE.	
-30-00	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Electric trim is deactivated, b) Manual trim is verified operative with full and free movement, and c) Autopilot is considered inoperative. 	
-01	Trim Switches	C	-	0	NOTE: Any operative switch may be used.	
-02	PITCH / ELEC TRIM OFF (Green) Annunciator				Moved to ATA 31 Rev 15.	
-03	Pitch Trim ON-OFF Switch	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Electric Pitch Trim is deactivated, and b) Autopilot is not used. 	
-51-00	Flap Position Indicator	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flaps are visually checked for full travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure. 	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-22-00	Standby Fuel Boost Pumps (Except 200 HDC)	C	2	1	(M) One may be inoperative provided: a) Both engine driven low-pressure fuel boost pumps are operative, b) Affected pump is deactivated, c) AFM defined emergency engine fuels are not used, and d) Aircraft is not operated more than one hour, at one-engine-inoperative cruise, from a suitable airport.	
	(200 Series Only Except 200HDC)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 20,000 ft. Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than one hour, at one-engine-inoperative cruise, from a suitable airport.	
	(F90 Only)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 17,000 ft. Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
-22-01	Engine Driven Low Pressure Fuel Boost Pumps	B	2	1	(M)(O) One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used.
-23-01	Fuel Crossfeed Annunciation (FUEL CROSSFEED)				Moved to ATA 31 Rev 15.
-24-00	Auxiliary Fuel Transfer Systems				
-01	Automatic System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
-02	Override System	C	2	0	May be inoperative provided Auxiliary Tanks do not contain fuel.
-41-00	Fuel Quantity Indicator System	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both fuel low level indications (annunciator or CAS) are operative, and d) Over water operations are limited to 30 min away from land at all times.
-41-01 ***	Fuel Counter/Fuel Totalizer	C	1	0	(M) May be inoperative provided there are no fuel leaks or restrictions to fuel flow associated with the Fuel Counter/Totalizer malfunction.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-00-20	Engine Ice Vane Annunciation				Moved to ATA 31 Rev 15.	
-00-30	L & R ENG ANTI-ICE Annunciators (F90 Only)				Moved to ATA 31 Rev 15.	
-00-40	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-10-00	Surface Deice System (Wings and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-20-01	Electric Engine Air Inlet Lip Boot Heat	C	2	1	May be inoperative provided the aircraft is not operated in areas of visible moisture at temperatures less than 5 °C.	
-20-02	Engine Inertial Ice Vane Actuator Motors					
-01	Dual Motors System (200 Series & F90)	C	4	2	(O) One Actuator Motor on each Intake System may be inoperative provided aircraft is not operated in visible moisture at 5 °C or below.	
-02	(200 Series Only)	C	4	0	(M)(O) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 °C or below for takeoff and flight operations.	
(Continued)						

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Engine Inertial Ice Vane Actuator Motors (Cont'd)					
-03	(F90 LA-202, LA-205 and After)	C	4	0	(M) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided Inertial Ice Vanes are secured in the extended position.	
-04	Single Motor System with Manual Backup	C	2	0	(O) The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 °Cs or below.	
-20-03	Engine Inertial Ice Vane Actuators					
-01	Dual Motor System (200 Series Only)	C	2	0	(M)(O) The Actuator on the Intake System may be inoperative provided: <ol style="list-style-type: none"> a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 ° C or below for takeoff and flight operations. 	
-02	(F90 LA-202, LA-205 and After)	C	2	0	(M) The Actuator on the Intake System may be inoperative provided Inertial Ice Vanes are secured in the extended position.	
-03	Single Motor System with Manual Extended Backup	C	2	0	(M)(O) The Manual Extend Backup Actuator on the Intake System may be inoperative provided: <ol style="list-style-type: none"> a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 °C or below for takeoff and flight operations. 	
(Continued)						

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	Engine Inertial Ice Vane Actuators (Cont'd)					
-04	Manual Extend System/No Motors (F90 LA-2 thru LA-204 Except LA-202)	C	2	0	(M) The Manual Extend Actuator on each Intake System may be inoperative provided the Inertial Ice Vanes are secured in the extended position.	
-30-01	Pitot Heaters					
-01		B	2	1	Right side may be inoperative provided: a) Second in command is not required, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated RVSM.	
-02		C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.	
-03 ***	Pitot Heat Annunciator				Moved to ATA 31 Rev 15.	
-40-01	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.	
-40-10	Windshield Heat	C	2	0	(M) May be inoperative provided: a) Windshield heat is deactivated, and b) Aircraft is not operated in known or forecast icing conditions.	

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---	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Propeller Deice System (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.	
-01		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-60-02	Propeller Deice System (Manual)	C	1	0	May be inoperative provided Automatic system is operative.	
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-60-03	Propeller Deice Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-10 ***	Engine Trend Condition Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.	
-20-00	Clock with Sweep Second Hand or Electrical Digital Clock	C	1	-	Any in excess of those required by operating rule may be inoperative.	
-20-10 ***	Flight Hour Recorder	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-30-01 ***	Flight Data Recorder	C	-	0	May be inoperative provided recorder is not required by operating rule.	
-01	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	
-02	(Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Aircraft is not dispatched from an airport where repairs can be made unless: <ol style="list-style-type: none"> 1. Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 2. Flight Data Recorder (FDR) repair was attempted but not successful, c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Flight Data Recorder	C	-	0	May be inoperative provided recorder is not required by operating rule.	
-01	(Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided repairs are made in accordance with applicable operating rule.	
-02	(Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Aircraft is not dispatched from an airport where repairs can be made unless: <ol style="list-style-type: none"> 1. Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or 2. Flight Data Recorder (FDR) repair was attempted but not successful, c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
-03	Flight Data Recorder (FDR) Parameters Required by Operating Rule	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar-days. 	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4 Change Bar
-30-01 ***	Flight Data Recorder (Cont'd)				
-04	Flight Data Recorder (FDR) Parameters Not Required by Operating Rule	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection of FDR.
-05	Underwater Locator Device (ULD)	D	-	0	May be inoperative or missing provided device is not required by operating rule.

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators					
	Failure to Illuminate or Extinguish					
-01	ALT WARN					
	Annunciation					
-01		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. MSL.	
-02		C	1	0	(O) May be inoperative provided cabin pressurization system is considered inoperative.	
-03	L or R OIL PRESS	C	2	1	(O) One may be inoperative provided corresponding oil pressure gauge is operative and monitored.	
	Annunciation					
-04	CABIN DOOR/DOOR	C	1	0	May be inoperative provided:	
	UNLOCKED Annunciator				a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and	
					b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.	
-05	Inverters Warning	B	2	1	One may be inoperative provided both Inverters are operative.	
	Annunciator (INVERTER)					
	(Except SN BB-1769, BB-1834, BB-1843, BL-148 and After BN-10 and after, BT-47 and After, BY-1 and After, and BZ-1 and After)					
					(Continued)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-05	L or R BL AIR FAIL Annunciation	C	2	1	(O) May be inoperative provided: a) Environmental and instrument bleed air valves on inoperative side are verified closed prior to each flight, b) Bleed Air Off Annunciator is operative on the operative bleed air source, c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known or forecast icing conditions. NOTE: Rudder Boost will be inoperative.	
-06	L or R BL AIR OFF Annunciation	C	2	1	(O) May be inoperative for unpressurized flight.	
-07	L or R GEN BUS TIE Annunciator (Model F90 Only)	B	2	0	(O) May be inoperative provided: a) Affected generator bus tie relay is verified CLOSED prior to each departure, and b) Both DC GEN annunciators operative prior to each departure.	
(Continued)						

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-08	L or R DC GEN Annunciation	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-09	EXT PWR Annunciation	C	1	0	(O) May be inoperative provided ground power is verified disconnected from aircraft prior to aircraft movement.	
-10 ***	L or R PITOT HEAT Annunciator	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.	
-11	HYD FLUID LOW Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight-day.	
-12	PITCH / ELEC TRIM OFF Annunciator	C	1	0		
-13	ELEC TRIM OFF Annunciator	C	1	0		
-14	FUEL CROSSFEED Annunciation	C	1	0	(O) May be inoperative provided: a) Crossfeed system is verified operative prior to engine start, and b) Both fuel pressure annunciator lights are operative.	
(Continued)						

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciators Failure to Illuminate or Extinguish (Cont'd)					
-15	L & R ICE VANE EXT and L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators (200 Series Only)	C	4	2	(O) One may be inoperative on one or both sides provided the Inertial Ice Vaness are verified operative prior to each departure.	
-01		C	4	0	(M)(O) Both may be inoperative on one or both sides provided: a) Inertial Ice Vaness are secured in the extended position, b) Where applicable, Performance Data with Ice Vaness Extended is used, and c) Ambient surface temperature is 15 °C or below for takeoff and flight operations	
-16	L and R ENG ANTI-ICE Annunciators (F90 Only)	C	2	0	(M) May be inoperative on one or both sides provided affected Inertial Ice Vaness are secured in the extended positions.	
-17	Reverse Not Ready Light (Except A200CT)	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.	
					(Continued)	

31. Indicating/Recording Systems						Change Bar
Sequence No.	Item	1	2	3	4	

-50-02	CAS Messages Failure to Display or False Posting				
-01	Cabin Alt High Red CAS				
-01		C	1	0	May be inoperative provided the aircraft is operated at or below 10,000 ft. (3040 meters) MSL.
-02		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-02	L or R Bleed Air Fail Red CAS	C	2	1	(O) May be inoperative provided: a) Environmental and instrument bleed air valves on inoperative side are verified closed prior to each flight, b) BLEED AIR OFF CAS is operative on the operative bleed air source, c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known or forecast icing conditions.
-03	Door Unlocked Red CAS	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.
-04	Cabin Diff High Red CAS	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
					(Continued)

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-05	Hyd Fluid Low Amber CAS	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight-day.	
-06	L or R Bleed Air Off Amber CAS	C	2	1	May be inoperative for unpressurized flight.	
-07	L - R Pitot Heat Amber CAS	C	-	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.	
-08	L or R DC Generator Amber CAS	B	2	1	(O) One may be inoperative provided both DC load meters are operative and monitored.	
-09	External Power Amber CAS	C	1	0	(O) May be inoperative provided adequate ground power voltage is verified.	
-10	L or R No Fuel XFR Amber CAS	C	2	0	May be inoperative provided auxiliary tanks are not used.	
-11	L or R Fuel Quantity Amber CAS	C	2	1	One may be inoperative provided both fuel quantity indicators are operative.	
-12	CHECK MAINTENANCE Amber CAS Message Displayed	C	1	0	(O) May be inoperative provided CHECK MAINTENANCE procedure in the AFM is followed to determine APM Fail message is displayed.	
					(Continued)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-13	L or R Eng Ice Fail Amber CAS					
-01		C	2	1	(O) One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure.	
-02		C	2	0	(M) (O) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON performance data is used, and c) Ambient surface temperature is +15 °C or below for takeoff.	
-14	Reverse Not Ready (Rvs Not Ready) Amber CAS	C	1	0	May be inoperative provided Propeller Control Levers are in high RPM position for reversing.	
-15	L or R Eng Anti-Ice Cyan CAS					
-01		C	2	1	(O) One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure.	
-02		C	2	0	(M) (O) Both may be inoperative on one or both sides provided: a) Inertial ice vanes are secured in the extended position, b) Appropriate ENGINE ANTI-ICE ON Performance data is used, and c) Ambient surface temperature is +15 °C or below for takeoff.	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	CAS Messages Failure to Display or False Posting (Cont'd)					
-16	Wing Deice Cyan CAS	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-17	Tail Deice Cyan CAS	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-18	Fuel Crossfeed Cyan CAS	C	1	0	(O) May be inoperative provided: a) Crossfeed system is verified operative prior to engine start, and b) Both Fuel Pressure annunciator lights are operative.	
-50-03	Central Warning					
-01	Master Warning Annunciator Red (Failed to Illuminate)	C	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight-day.	
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-03	Master Caution Annunciator Amber (Failed to Illuminate)	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative provided left side is operative for single pilot operation.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-00-10	Landing Gear Control Down Lock Solenoid	C	1	0	(O) May be inoperative provided: a) Red down lock latch is visually verified engaged, and b) Down lock release button is verified operative.	
-30-01	Hydraulic Fluid Low Annunciation (amber) (HYD FLUID LOW) (Hyd Fluid Low) CAS				Moved to ATA 31 Rev 15.	
-40-01	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement.	
-40-02 ***	Brake Deice System	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R BK DEICE ON (green) annunciator is not illuminated. NOTE 1: See AFM for Limitations. NOTE 2: Provided Rudder Boost is not affected.	
	(Proline FUSION Only)	C	1	0	(M) May be inoperative provided: a) Brake de-ice bleed air valve is closed, b) Brake deice system is deactivated, and c) L/R Brake Deice On (Cyan) annunciator is not illuminated. NOTE 1: See AFM for Limitations. NOTE 2: Provided Rudder Boost is not affected.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Landing Gear Down Position Lights (NOSE – L – R) (Green)	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight-day.	
-60-02	Landing Gear Control In-Transit Lights (Red)	C	2	1	One Bulb may be inoperative provided all landing gear down position lights are operative.	

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting					
-01		C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights, required placard lighting, and/or annunciations/indications are excluded from this relief.	
-02	Emergency Instrument Lights	C	1	0	May be inoperative for day VFR operations.	
-10-13	Control Panel Lighting System (CCP, SKP, MKP) (Proline FUSION Only)	C	1	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Lights (Excluding Cabin EXIT Signs)					
-01		C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Sufficient lighting is operative for carrying cabin occupants between sunset and sunrise.	
-02		C	-	0	May be inoperative provided aircraft not operated between sunset and sunrise provided no cabin occupants are carried.	
-20-02	Cabin Boarding Lighting System	C	1	0	May be inoperative provided both cabin exit lights are operative. NOTE: Any operative light(s) may be used.	
-20-03	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-02		C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Baggage Compartment Lights	C	-	0		
-40-00 ***	Strobe Lights System (Excluding Anti-Collision Lights)	C	1	0		

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AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-10	Taxi Light	C	1	0	May be inoperative for operations between sunrise and sunset.	
		C	1	0	May be inoperative provided aircraft not operated from sunset to sunrise provided both Landing Lights are operative.	
-40-20 -01	Landing Lights	C	2	1	One may be inoperative for operations between sunset and sunrise provided Taxi Light is operative.	
-02		C	2	0	Both may be inoperative provided aircraft not operated from sunset to sunrise.	
-40-30 ***	Pulselite System	C	1	0		
-40-40	Position/Navigation Light System	C	-	0	May be inoperative provided the aircraft is not operated from sunset to sunrise.	
-40-50	Anti-Collision Beacon Light System	B	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Recognition lights are operative, and c) Not required by 14 CFR operating rule.	
-40-60	Recognition Lights	C	2	0		

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-70	Wing Ice Inspection Light	C	-	0	May be inoperative for operations between sunrise and sunset.	
-01		C	-	0	May be inoperative provided: a) Aircraft is not operated between sunset and sunrise in POH/AFM defined icing conditions, and b) Ground deicing procedures do not require its use.	
-02		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
-40-80 ***	Logo Lights	C	1	0		
-50-00	Emergency Instrument Light System	C	1	0	May be inoperative for VFR operations not between sunset and sunrise.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	VHF Navigation Systems					
-01	VOR	C	-	-	Any in excess of those required by operating rule may be inoperative.	
-02	ILS					
-01	Localizer	C	-	-	Any in excess of those required by operating rule may be inoperative.	
-02	Glideslope	C	-	-	Any in excess of those required by operating rule may be inoperative.	
-13-00	Vertical Speed Indicators					
-01		B	2	1	May be inoperative on right side.	
-02		B	2	0	May be inoperative provided aircraft is operated VFR only.	
-14-00	Airspeed Indicator (Mechanical Airspeed Indicators Only)					
-01		B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with air data display unit(s) or servoed electric airspeed indicator(s).	
-02 ***	External Airspeed Indicator Bugs	C	-	0	(O) May be inoperative, missing or broken.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-16-02	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations do not require its use, and c) Repairs are made within 3 flight-days.	
-16-10	Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with air data display unit(s) or servoed electric altimeter(s).	
-21-01	Gyroscopic Pitch and Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or servoed electric gyroscopic pitch and bank indicator.	
-21-02	Standby Attitude Indicator					
-01		C	-	0	May be inoperative provided not required by operating rule.	
-02		B	-	0	May be inoperative provided: a) Operations are conducted in VMC only, not between sunset and sunrise, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-21-03	Standby Flight Display System (SFDS) (Collins Pro Line 21 and Proline Fusion Equipped Airplanes)	B	1	0	May be inoperative provided: a) PFD1 and PFD2 are operative, b) Operations are conducted in VMC only, between sunrise and sunset, and c) Operations are not conducted into known or forecast over-the-top conditions.	
-21-04	Standby Display Unit (SDU) (Collins Proline Fusion Equipped Airplanes with Autothrottle System)	B	1	0	(M) May be inoperative provided: a) PFD1 and PFD2 are operative, b) Autothrottle System is considered inoperative, c) Operations are conducted in VMC only, between sunrise and sunset, and d) Operations are not conducted into known or forecast over-the-top conditions.	
-01	Autothrottle Power Switch (A/T PWR)	D	1	0	(M) Autothrottle system is considered inoperative.	
-22-01	Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used. NOTE: TAWS, GPWS and/or TCAS may be inoperative.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <p>5. REPAIR CATEGORY 6. NO. INSTALLED 7. NO. REQUIRED FOR DISPATCH 8. REMARKS OR EXCEPTIONS</p>
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-Stabilized Magnetic Compass					
-01		B	1	0	(O) May be inoperative provided any combination of three gyros, AHRS or INS (IRU) stabilized compass systems are operative.	
-02		B	1	0	(O) May be inoperative provided: a) Any combination of two gyros, AHRS or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
-03		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-23-02	Gyro-Magnetic Compass System	C	2	1	(O) One Slaved Mode may be inoperative provided: <ul style="list-style-type: none"> a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative. 	
-01	Compass System #1	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator. 	
-02	Compass System #2	C	1	0	May be inoperative provided second in command is not required.	
		C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Directional Indicator. 	
-24-00	Gyroscopic Rate of Turn/Slip Skid Indicators (Except Pro Line Fusion)					
-01		B	2	1	May be inoperative on right side.	
-02		B	2	1	May be inoperative on left side provided aircraft is operated VFR only not between sunset and sunrise.	
-03		B	2	0	May be inoperative provided aircraft is equipped with an operative third attitude indicator powered by an emergency power source.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS, or servoed electric gyroscopic pitch and bank indicator.	
-25-01	Electronic Flight Instrument System (EFIS) Multi-Function Display Unit (MFD) (Collins EFIS-84 EFIS-85 Only)					
-01	3 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	
-02	5 Tube System	C	1	0	(O) May be inoperative provided the multi-function processing unit (MPU) is operative.	
-25-02	Adaptive Flight Display System (AFD) (Collins Proline Fusion Equipped Airplanes)	B	3	2	May be inoperative provided PFD1 and the MFD are operative. NOTE: PFD 2 Control amber message or PFD 2 Fan Inop cyan message may be displayed.	
-03	Touchscreen Control	C	3	0	(O) May be inoperative provided: a) Touchscreen is inhibited on the inoperative display with the display control inhibit switch on the reversion switch panel, and b) Both cursor control panels are operative.	
-04	Radio Tuning System (Display Tuning Not Available, Tune Inop, Left Side Display Tuning Inop, Right Side Display Tuning Inop. Messages)	B	3	2	One may be inoperative.	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-03 ***	Synthetic Vision System (SVS) (Including Flight Path Vector) (Collins Proline Fusion Equipped Airplanes)	D	2	0	May be inoperative. NOTE: PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, SVS Degraded Alt, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway, SVS Fail, and FPV Fail messages may be displayed.	
-01	SVS Databases (High Resolution Terrain, Runway/Airport, Obstacle)	D	2	0	May be inoperative.	
-25-04	Independent Multi-Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. <ul style="list-style-type: none"> • Weather Radar. • TCAS Display. • Navigation Map Display. • TAWS Display. • Thunderstorm Detection. 	
-34-00	Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-42-00	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR operating rule. NOTE: WXR Fault, Turb Fault, Auto Fault, or Ctrl Fault amber messages may be displayed.	
-01	Radar Antenna Gyro Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.	
-02	WXR Tilt Single Knob Panel System (SKP) (Proline FUSION Only)	C	2	1	One may be inoperative.	
-03 ***	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-04 ***	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by Operating Rule)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	Glideslope Deviation(s) (Mode 5)	B	-	0		
-05	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by operating rule, and b) Alternate procedures are established and used.	
					(Continued)	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required by Operating Rule) (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-07 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	1		
-04	Terrain Displays	B	-	0		
-05 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Class B TAWS Equipment Required by Operating Rule					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03 ***	Modes 2, 4, & 5	C	3	0	May be inoperative.	
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-05	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by operating rule, and b) Alternate procedures are established and used.	
-06 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.	
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AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Class B TAWS Equipment Required by operating rule (Cont'd)					
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
-05 ***	Airspace Selection Function	C	-	0		
-44-02	Class C TAWS Equipment Not Required by Operating Rule					
-01 ***	TAWS/GPWS	C	1	0	May be inoperative provided alternate procedures are established and used. NOTE 1: Any mode that operates normally may be used. NOTE 2: If TEST mode is inoperative, TAWS/GPWS must be considered Inoperative.	
-02	Advisory Callouts					
-10		B	-	0	May be inoperative provided alternate procedures are established and used.	
-20		C	-	0	May be inoperative provided: a) Advisory callout not required by operating rule, and b) Alternate procedures are established and used.	
-44-03	Ground Proximity Altitude Advisory System (GPAAS)	C	1	0	May be inoperative.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-00	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-01		C	-	0	(M) May be inoperative provided: a) Not required by operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-45-10	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-01		C	-	0	(M) May be inoperative provided: a) Not required by operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-02	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
(Continued)						

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AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-10	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-03A	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
-03B	Resolution Advisory (RA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Traffic alert (TA) visual display and audio functions are verified operative, b) TA ONLY mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
-04	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-05	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-06 ***	Airspace Selection Function	C	-	0		
-45-20 ***	Traffic Advisory System (TCAD/TAS)	D	-	0		
-45-30	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
-01	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)					
-01		C	-	-	Any in excess of those required by operating rule may be inoperative.	
-02		D	-	1	Any in excess of those required by operating rule may be inoperative. NOTE: RNAV systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.	
-51-00	UHF TACAN Systems	D	-	0	May be inoperative provided operations do not require its use.	
-51-01	Distance Measuring Equipment (DME) Systems					
-01		C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.	
-02		D	-	0	Any in excess of operating rule may be inoperative.	
-51-02	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided procedures do not require its use.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System					
-01	(Individual Transponder Failed)	D	-	1	Any in excess of those required by operating rule may be inoperative.	
-02	(All Transponders Failed)	B	-	1	May be inoperative provided:	
					a) Operations do not require its use,	
					b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight,	
					c) TCAS is considered inoperative, and	
					d) Aircraft is not operated RVSM.	
-03	Elementary and	A	-	0	May be inoperative provided:	
***	Enhanced Downlink Aircraft Reportable Parameters (Not Required by Operating Rule)				a) Operations do not require their use, and	
					b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	
-04	ADS-B Squitter Transmission				Moved to item 34-52-10-02.	

-05	ADS-B Squitter Transmission				Moved to item 34-52-10-02.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-02	Transponder Ident Button (ATC IDENT)	C	-	1		
-01		D	2	1	One may be inoperative.	
-02		C	2	0	May be inoperative provided function on MFD GTC is operative.	
-03A	Control Wheel Transponder Ident Switch					
-03B	(Separate Transponder Unit)	C	-	0	May be inoperative provided Transponder Ident Selection is operative.	
-03C	(Integrated Transponder Unit) (Proline 21 and FUSION Only)	C	2	1	May be inoperative provided function on the Collins Radio Tuning Unit (RTU) or Radio Tuning System (RST) is operative.	

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
-01	ADS- B System	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
-02		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR operating rule. NOTE: Any ADS-B function that operates normally may be used.	
-03		C	-	1	One May be inoperative. NOTE: Any ADS-B function that operates normally may be used.	
-02 ***	ADS-B Out Extended Squitter Transmissions					
-01		B	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR operating rule.	
-02		C	-	0	One may be inoperative. NOTE: Any ADS-B function that operates normally may be used.	
					(Continued)	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
	ADS-B Out Extended Squitter Transmissions (Cont'd)					
-03		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by operating rule. NOTE: Any ADS-B Out function that operates normally may be used.	
-03 ***	ADS-B Out UAT Transmissions	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
-01		C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
-02		C	-	1	One may be inoperative.	
(Continued)						

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AIRCRAFT:
Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
	ADS-B Out Extended Squitter Transmissions (Cont'd)					
-04 ***	ADS-B In Transmissions					
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
-02		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-60-00 ***	Flight Profile Advisory System	C	1	0	May be inoperative.	
-60-10	Flight Management System (Aircraft Integrated Systems)				NOTE: Navigation functions and systems identified as FMS that provide only navigation functions are deferred with area navigation.	
-01		C	-	1	May be inoperative provided operations do not require its use.	
-02		A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cycles.	

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DATE: XX/XX/XXXX

AIRCRAFT:
Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	External Oxygen Gauge	C	1	0	(M) May be inoperative provided the internal oxygen gauge is monitored during servicing to avoid over-servicing.	
-10-00 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p>	
-01 ***	Tamper Seals or Tags	C	-	-	May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
-20-00	Passenger Oxygen System					
-01	With Cabin Occupants	C	1	0	May be inoperative provided system not required by operating rule.	
-02	Without Cabin Occupants	D	1	0	May be inoperative.	
-03	Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Corresponding passenger seats are blocked and placarded "DO NOT OCCUPY", and b) Affected mask does not permit flow when oxygen system is activated. 	

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DATE: XX/XX/XXXX

AIRCRAFT:

Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</p> <p>NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
-01	Tamper Seals or Tags	C	-	-	May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Instrument Air Valve	C	2	1	(O) One may be inoperative provided: a) Affected Valve remains selected INSTR & ENVIR OFF, b) Affected Valve is verified closed prior to each Takeoff, and c) Aircraft is not operated in known or forecast icing conditions.	
-20-00	Suction Gauge	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste					
Sequence No.	Item	1	2	3	4 Change Bar
-30-00 ***	Lavatory Waste Systems (Electric Toilet)	C	1	0	Individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded "DO NOT USE".

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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45. Central Maintenance System

Sequence No.	Item	1	2	3	4 Change Bar
-00-00	Onboard Maintenance System (OMS) (Proline FUSION Only)	D	1	0	NOTE: License management Not Available, Database Status Not Available, Maintenance System Not Available, and Data Load Not Available messages may be displayed.

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4 Change Bar
-00-01 ***	Electronic Flight Bag System (EFB)	C	-	0	<p>(O) May be inoperative provided alternate procedures are established and used.</p> <p>NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation.</p> <p>NOTE 2: Any function, program or document which operates normally may be used.</p>
-01 ***	Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02 ***	Mounting Device	C	-	0	<p>(M) (O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
-03 ***	Data Connectivity	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-04 ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 ***	Integrated Flight Information System (Pro Line 21 IFIS-5000)				NOTE: Single FSU is not authorized for sole source of aeronautical information.	
-01	File Server Unit (FSU) (FSU INOP Message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.	
***		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.	
-02	Side Cursor Control Panel (CCP)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE: If alternate procedures involve electronic devices, dual redundancy is required for operation.	
					(Continued)	

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AIRCRAFT:

Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-00 ***	Integrated Flight Information System (Pro Line 21 IFIS-5000) (Cont'd)					
-03 ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-04 ***	Third VHF Communications Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-05 ***	XM Satellite Weather System	D	1	0	May be inoperative.	
-10-10 ***	Information Management System (IMS-3500) (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	
-01 ***	Wi-Fi Adapter (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	
-10-11 ***	Cellular Adapter (Collins Pro Line Fusion Equipped Airplanes)	D	-	0	May be inoperative.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000)				NOTE: Single FSA is not authorized for sole source of aeronautical information. FSA is available for each AFD by option.	
-01	FSA Integrated Flight Information System (Includes Map, Charts, XM Graphical Weather, and Datalink Graphical Weather)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: The following CAS Messages may be displayed: PFD 1 IFIS Inop, MFD IFIS Inop, or PFD 2 IFIS Inop. NOTE 3: The following messages may be displayed: Chart Not Available, Graphical Weather Not Available, XM Graphical Weather Not Available, or Map Not Available.	
-02	IFIS Databases (Terminal Charts, XM Weather, Enhanced Maps, and Datalink WXR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
(Continued)						

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-20	File Server Application (FSA) (Pro Line FUSION FSA-5000) (Cont'd)					
-03	Electronic Checklist System	C	3	0	May be inoperative provided an alternate copy of the checklist is available to the crew. NOTE: The following checklist messages may be displayed: Checklist Not Available.	
-04	Data Link System	D	-	0	May be inoperative provided alternate procedures are established and used for affected information. NOTE 1: The following CAS Messages may be displayed: Data Link Fail, Data Link Inop, or Data Link Lost. NOTE 2: The following message may be displayed: Datalink Not Available to ECDU.	
-10-30 ***	Datalink System (Other than Collins Pro Line 21 or Fusion)	D	-	0		
-01	Radio	D	-	0	May be inoperative.	
-02	Weather	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any function(s) that operate normally may be used.	
	Weather	C	-	0	May be inoperative provided alternate procedures are established and used to obtain weather data.	
					(Continued)	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-30 ***	Datalink System (Other than Collins Pro Line 21 or Fusion) (Cont'd)					
-03	Internet	D	-	0	May be inoperative.	
-04	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
-05	Data Link Receiver(s)	D	-	0		
-40-10	Right Cursor Control Panel System (Proline FUSION Only)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form. NOTE 1: If alternate procedures involve electronic devices, dual redundancy is required for operation. NOTE 2: CCP 2 Inop amber CAS message may be displayed.	
-40-11	Multifunction Keypad Panel (MKP) (Proline FUSION Only)	B	1	0	May be inoperative provided: a) Touchscreen is operative on PFD1, MFD, and PFD2, and b) Both CCPs are operative and alphanumeric entry is done through CCP. NOTE: MKP Inop CAS Message may be displayed.	
-40-12	Baro Single Knob Panel (SKP) (Proline FUSION Only)	C	2	1	(O) May be inoperative provided Baro is in SYNC Mode on the Display Setup Page of the system menu.	

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AIRCRAFT:
Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Entrance Door Snubber System	C	1	0	(O) May be inoperative or missing provided precautions are taken when opening door.	
-60-01	Airstair Door Cable Cover(s)	D	1	0	May be missing.	
-70-02	Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, using a flashlight that latches are in the locked position prior to each departure.	
-70-03	Cabin Door Warning Light	C	1	0	Moved to ATA 31 Rev 15.	
-70-04	Cargo Door Annunciator System	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, the door is closed and latched prior to each departure.	
-70-05	(200HDC) Baggage Pod Door Warning Light	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) All door latches are operative, and b) A flight crewmember confirms by visual inspection that door is latched prior to each departure. 	

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AIRCRAFT:
Textron Aviation Model BE200 and F90

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Propeller Synchrophaser/ Synchronizer System	C	1	0		
-02	Propeller Synchroscope	C	1	0		
-23-01	Autofeathering System (200, 200C and F90 Only)	C	1	0	May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.	
-02	Reverse Not Ready Light (Except A200CT)	C	1	0	Moved to ATA 31 Rev 15.	

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<p>AIRCRAFT: Textron Aviation Model BE200 and F90</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4 Change Bar
-31-01	Fuel Flow Indicators	B	2	1	(M) One may be inoperative provided both fuel quantity indicating systems are operative.

AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

77. Engine Indicating					
Sequence No.	Item	1	2	3	4 Change Bar
-12-01	Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.
-14-01	Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.

AIRCRAFT: Textron Aviation Model BE200 and F90	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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79. Engine Oil						
Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Oil Pressure Annunciation (red) (L or R OIL PRESS) Annunciator				Moved to ATA 31 Rev 15.	