



ALS LIMITED
MINIMUM EQUIPMENT LIST
BEECH MODEL 1900 C

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

BEEHCRAFT 1900 C

A/C REG: 5Y-BVI, 5Y-LKG, 5Y-BVV
5Y-DHL, 5Y-SGL

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COPY NO.

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COMPANY CONTACTS.

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APPROVAL PAGE

This Minimum Equipment List has been prepared from the latest approved FAA Master Minimum Equipment List and incorporates all airworthiness requirements of the Kenya Civil Aviation Authority.

The Minimum Equipment List has been reviewed by the Kenya Civil Aviation Authority and thereby approved for use.



.....
KCAA Approval Stamp

.....
Date

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0	Initial Issue	Initial Issue	
1			
2			
4	5 and 35	Auto Pilot system added	
4	5 and 66	GlobalPositioning System (GPS) Added	
4	5 and 71	Ground proximity Warning sytem added	



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INTRODUCTION.

This Minimum Equipment List (MEL) is based on the US Federal Aviation Administration Master Minimum Equipment List (MMEL).

This MEL must be approved by Kenya Civil Aviation Authority (KCAA).

This MEL shall not deviate from the Aircraft Flight Manual Limitations or Emergency Procedures or from any Airworthiness Directive that may be applicable.

The MEL is intended to permit ALS LTD operate the aircraft with items of equipment inoperative with reference to Repair Interval Criteria - i.e Category 'A', 'B', 'C', and 'D'. It is understood that within this period where the item of equipment remains inoperative, ALS LTD will ensure repairs are accomplished within the stated intervals.

The MEL conditions and limitations do not relieve the Pilot/Captain from the responsibility of ensuring that the aircraft is in a fit state to fly.

Where multiple MEL inoperative items exist, it is inoperative that both maintenance and flight crew assess the unserviceabilities and ensure that the inoperative items will not degrade the level of safety of the aircraft.

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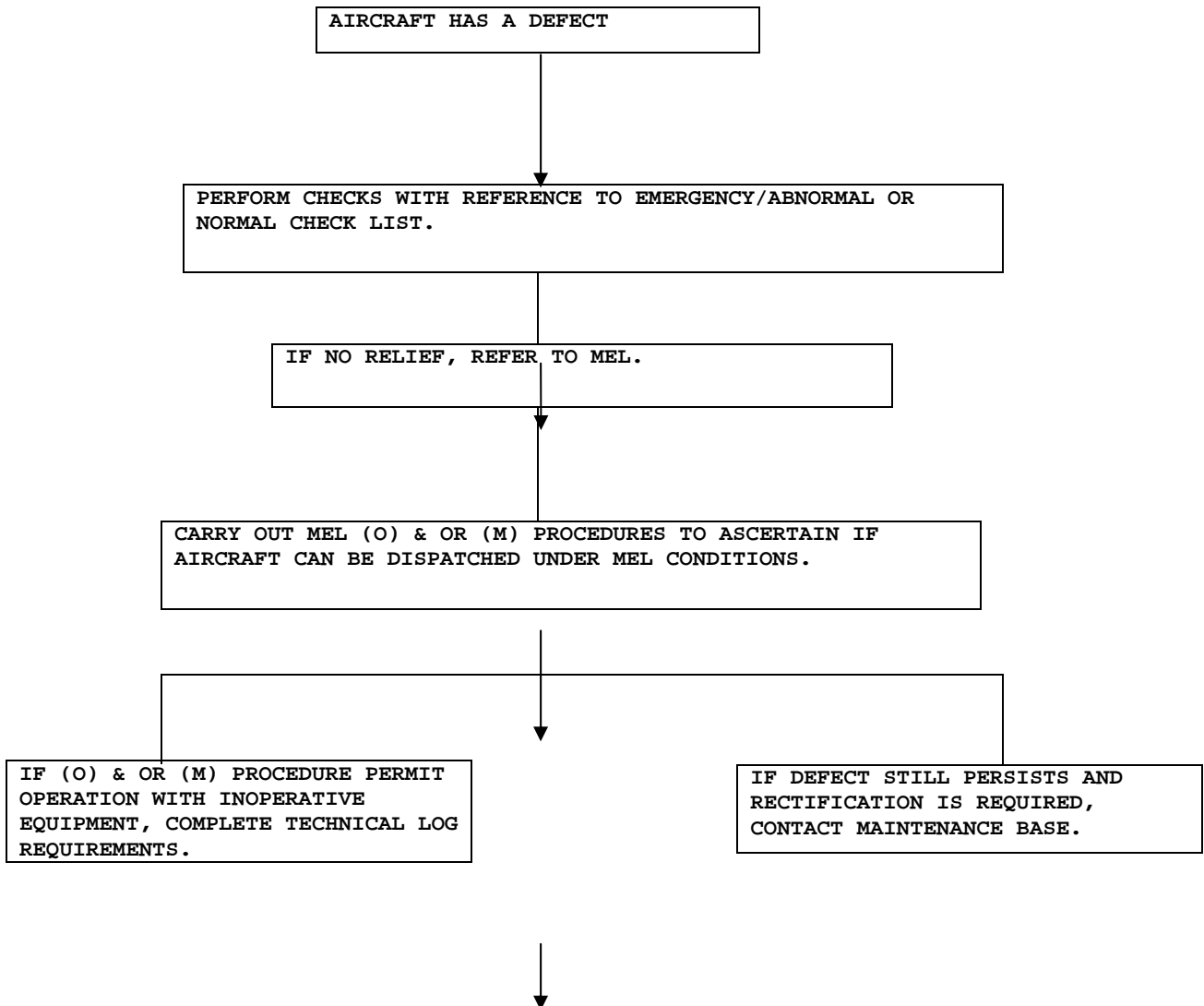


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Defect flow Chart.

Flow chart to determine aircraft



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NOTE: If any failure that does not provide specific relief, aircraft should be routed for maintenance action.

Definitions

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1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

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

2. "Airplane Flight Manual" (AFM) is the document required for type certification and approved by the responsible

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KCAA Aircraft Certification Office. The KCAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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Definitions

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

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

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

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

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

7. Not applicable.

8. "Kenyan Civil Aviation Regulations" (KCARs) means the applicable portions of the Kenyan Civil Aviation Regulation Act and Kenyan Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso

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(condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

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13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL).

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

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

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

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

18. "Visual Flight Rules" (VFR) is as defined in KCAA CAP 394 - Twelfth Schedule Section 1. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

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19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules. As defined in KCAA CAP 394 - Twelfth Schedule, Section 1.

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

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

22. Repair Intervals: All users of an MEL approved under the Kenya Civil Aviation Authority must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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

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

Category C. Items in this category shall be repaired within

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

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

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Definitions

The letter designators are inserted adjacent to Column 2.

23. Not applicable.

24. Not applicable.

25. Not applicable.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the Kenya Civil Aviation Authority.

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

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Kenyan Civil Aviation Regulations (KCARS) Parts 121, 125, 129, 135: KCAA require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the KCAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The KCAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL.

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The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of KCAA requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by KCARs. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by KCARs. Such documentation is required prior to operation with any item of equipment inoperative.

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Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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Guidelines for (O) & (M) Procedures

A need is required for certain procedures to provide an adequate level of safety while providing relief for the following items.

- 21-3-1 (O) Procedure to verify environmental and instrument air valves are closed prior to each flight.
Acceptable procedure:
 - a) With both engines running place both bleed air switches in the INST & ENVIR OFF position.
 - b) Instrument pneumatic pressure gauge should read zero pressure.
 - c) Carry out ground cabin pressurization test. Cabin should not pressurize.
 - d) Return the bleed air switch on the operative side to the OPEN position.

- 21-3-2 (O) Procedure to verify environmental and instrument air valves are closed prior to each flight.
Acceptable procedure:
Procedure to either mask or remove the illuminated light.
 - a) Same procedure as in 21-3-1
Procedure to either mask or remove the illuminated light.
Acceptable procedure:
 - a) Remove bulbs from Annunciator caption.

- 21-4 (O) Procedure to verify appropriate environmental bleed air valve is closed prior to every flight.
Acceptable procedure:

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- a) With both engines running place both bleed air switches in the ENVIR OFF position
- b) Carry out ground cabin pressurization test. Cabin should not pressurize.
- c) Return the bleed air switch on the operative side to the OPEN position.

21-8 (M) Procedure for removing or securing outflow/safety valve in the open position.

Acceptable procedure:

- a) Remove inoperative valve from aircraft I.A.W. appropriate maintenance manual.
- b) Secure outflow valve in the open position.

21-10 (M) Procedure for removing or securing outflow/safety valve in the open position.

Acceptable procedure:

- a) Remove either outflow or safety valve from aircraft I.A.W. appropriate maintenance manual.
- b) Secure outflow valve in the open position.

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Guidelines for (O) & (M) Procedures

21-14 (O) Procedure to verify appropriate environmental bleed air valve is closed prior to each flight.

Acceptable procedure:

- a) Prior to flight select the appropriate Bleed air valve switch to the Envir off position and observe appropriate Envir off advisory light illuminates confirming the applicable Bleed air valve is in the closed position.
- b) Prior to each flight visually confirm that the appropriate Bleed air valve switch is in the Environment off position and the advisory annunciation display is at stated in above

21 - 16 (O) Procedure to verify environmental bleed air valves is closed.
Acceptable procedure:

- a) Prior to flight select both the Bleed air valve switches to the Envir off position and observe left and right Envir off advisory lights illuminate confirming the bleed air valves are both in the closed position
- b) Prior to each flight visually confirm that both are Bleed air valve switches are in the Environment off position and the advisory annunciation display is as stated above
- c) Flight plan should be made for 10,000 feet or below, but if required the aircraft may be operated at 12,000 feet for a maximum time of 30 minutes

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- 21-17 (O) Procedure to verify environmental bleed air valves is closed.
 Acceptable procedure:
 a) Prior to flight select both the Bleed air valve switches to the Envir off position and observe left and right Envir off advisory lights illuminate confirming the bleed air valves are both in the closed position
 b) Prior to each flight visually confirm that both are Bleed air valve switches are in the Environment off position and the advisory annunciation display is as stated above
 c) Flight plan should be made for 10,000 feet or below, but if required the aircraft may be operated at 12,000 feet for a maximum time of 30 minutes.

- 22-1 (M) Procedure to disable the autopilot and determine that the servos do not cause binding of the control cable.

 Acceptable Procedure:
 a) manually exercise all flight controls, through their entire range to determine there is no binding restrictions be evident, further flight is prohibited until cause has been determined and rectified.

- 22-2 (M) Procedure to disable the yaw damper function.
 Acceptable procedure:
 a) Pull and band the "servo" circuit breaker.

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Guidelines for (O) & (M) Procedures

- 23-1 (O) Procedure to specify how passengers are to be briefed and to operate within the MEL restrictions.
 Acceptable procedure:
 a) Flight crew to make use of Recorded Passenger Briefing unit.
 b) Flight crew to demonstrate information contained in passenger briefing cards.
- 24-1 (M) Maintenance Procedure to determine the inoperative condition is not caused by broken wire or short which could cause a fire.
 Acceptable Procedure:
 a) Check the AC volt/freq meter is confirmed as unserviceable.
- 24-3 (O) Procedure to ensure that the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.
 Acceptable procedure:
 a) Flight crew to maintain electrical load below 50% by reference to operative load meter.
 b) Should generator on the operative side fail, flight crew should isolate all "non-essential" items.
- 24-6 (M) Procedure to ensure ground power relay is open.
 Acceptable procedure:

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- a) With the ground power unit plugged in and turned on, rotate the voltmeter switch in the cockpit to EXT PWR. There should be no indication of voltage.

- 24-7 (O) Procedure to ensure connection and disconnection of power cart is verified.
 Acceptable procedure:
 - a) Ground crew to verify the connection and disconnection of the ground power cart via appropriate hand signals.
 - b) Flight crew to verify connection and disconnection by reference to voltmeter with the voltmeter switch selected to EXT PWR.
 - c) Verify with hand signal with the ground handler that the power cart is removed.
 - d) Flight crew to check load meter.
 - e) Isolate alternate generators and check for no voltage drop on battery bus.

- 24-11 (O) Procedure to verify generator bus tie relay is closed.
 Acceptable procedure:
 - a) At the voltmeter selector switch on the overhead panel the generator bus for the failed side
 - b) Then select the generator off for the failed side Annunciator
 - c) If the indicated voltage remains steady the bus gen tie relay is closed. If the voltage should fall to zero the gen bus tie relay is open and maintenance assistance should be obtained.

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Guidelines for (O) & (M) Procedures.

- 25-3-2 (O) Procedure to placard the affected seat and ensure baggage is not stored under affected seat.
 Acceptable Procedure:
 - a) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

- 25-5 (M) Procedure to disconnect the remote switch from the ELT and manually arm the ELT per manufacturer instructions. Care must be exercised to insure that the G-Switch is NOT disabled.
 Acceptable procedure
 - a) Remove access panels as required to gain access to ELT.
 - b) Disconnect and stow remote switch connector.
 - c) Verify ELT switch is in ARMED position.
 - d) Refit applicable access panels

- 25-9 (O) Procedure to brief the passengers.
 Acceptable Procedure:
 - a) The flight crew to refer Standard Operating Procedures and brief passengers.

- 27-2 (O) Procedure to verify the flaps are secure and in the up position, the circuit breaker is pulled and a placard is installed which states the following: "DO NOT SILENCE THE LANDING GEAR WARNING HORN". The placard should be installed near the landing gear warning horn silence button.
 Acceptable procedure:

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- a) Verify visually and by reference to flap position indicator that the flaps are in the up position.
- b) Pull and band FLAP IND & CONTROL circuit breaker.
- c) Place placard which states "DO NOT SILENCE THE LANDING GEAR WARNING HORN" near the landing gear warning horn silence button.

27-4 (M) Procedure to ensure there is no binding of the trim cables.
 Acceptable procedure:

- a) Manually operate trim full travel and visually observe to verify full travel.

28-2 (M) Procedure to determine failure will not cause damage to engine or a restriction in fuel flow.

Acceptable procedure:

- a) Visually inspect the affected area under cowl to determine the condition of failure is not due to any fuel leaks or broken fuel lines.
- b) Carry out inspection of the engine driven low-pressure fuel boost pump outlet filter for contamination.
- c) Carry out an ENGINE OPERATING PARAMETERS CHECK in accordance with the Beechcraft B1900C Maintenance Manual.

28-3 (O) Procedure to ensure fuel quantity meets regulatory requirements for the flight

Acceptable procedure for fuel requirements:

- a) Fill fuel tanks and calculate fuel burn from full tanks

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Guidelines for (O) & (M) Procedures.

28-5 (O) Procedure to verify standby pumps are operating

- a) With Battery on place on standby pump on and verify that the annunciator light goes off
- b) One crew or engineer to stand next to the engine and verify that the pump is running by listening and indicate.

28-6 (M) Procedure to determine inoperative condition is not caused by leaks or broken fuel lines.

Acceptable procedure:

- a) Remove access panels as required to gain access to applicable fuel lines.
- b) Visually inspect the fuel lines for leakage or damage. Any defect detected should be rectified before further flight.
- c) Refit access panels.

28-7 (O) Procedure to deactivate the pump and ensure no electrical power is supplied to it.

Procedure to ensure auxiliary fuel is balanced prior to each flight and is considered unusable for flight planning purposes.

Acceptable procedure:

- a) Place the AUX PUMP switch on the affected side in the OFF position.
- b) Place placard, which states "INOPERATIVE" next to switch.

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c) Pull and band the AUX TANK PUMP circuit breaker on the affected side.

- 30-3 (M) Procedure to determine inoperative motor does not affect other actuator motor.
 Acceptable procedure:
 a) Operate Inertial Ice Vane on affected side with the operable motor through two full extensions and retractions.
 b) Verify visually and by reference to Annunciators that the Ice Vane is operating to its full travels and that the motor is not straining.
- (M) Procedure to secure vanes in the extended position.
 Acceptable procedure:
 a) Verify visually and by reference to the Annunciators that the Ice vanes are in the extended position.
 b) Gain access to the forward lower cabin electrical equipment panel.
 c) Pull and band the L and R MAIN ICE VANE CONTROL circuit breakers and the L and R STANDBY ICE VANE circuit breakers.
- 30-4 (O) Procedure for flight crewmember to verify operation of vanes prior to each departure.
 Acceptable procedure:
 a) Operate the affected Ice Vane and visually verify that the Ice Vane is operating to its full travels.
 b) Time the Ice vane to determine that it completes the cycle from open to closed or vice versa within 40 seconds.
- (M) Procedure to secure vanes in the extended position.
 Acceptable procedure:
 a) Same procedure as in 30-3 (M)

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Guidelines for (O) & (M) Procedures.

- 31-2 (O) Procedure for recording aircraft time for maintenance purposes.
 Acceptable procedure:
 a) Entry to be made in technical log requiring flight crew to keep a record of flight time in hours and minutes by reference to a reliable time piece.
- 31-4 (O) Procedure to check operation of individual circuits.
 Acceptable procedure:
 a) Carry out operational checks of individual circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30335)
- 32-5 (M) Procedure to ensure crew awareness that nose steering is in the free caster mode.
 Acceptable procedure:
 a) Entry to be made in the technical log informing the pilots of the need to manually move the down lock latch before attempting to raise the landing gear handle.
 b) Placard to be installed next to landing gear handle which states "MANUALLY MOVE DOWN LOCK LATCH TO LIFT GEAR HANDLE".
- 32-6 (O) Procedure to ensure crew awareness of change in nose wheel steering.

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Acceptable procedure:

- a. Crew to be aware of the condition of the steering system and that free castoring is in effect.
- b. No passengers to be carried only for repositioning flights only.

(M) Procedure to disconnect and secure actuator.

Acceptable procedure:

- a) Refer to the Beechcraft 1900 C Maintenance Manual, for disconnecting the actuator
- b) Placard next to Parking Brake.

32-9 (O) Procedures to secure aircraft during ground emergencies and prior to releasing toe brakes during normal operations.

Acceptable procedure:

- a) The Captain has the responsibility to contact the arrival base, notify them of the situation and advise them the aircraft must be met by ground staff and the aircraft chocked to ensure there can be no forward or rearward movement
- b) After the aircraft is chocked the ground crew must advise the flight crew.
- c) Additionally the pilot in command will advise the ground staff of the procedures for departure regarding the wheel chocks

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Guidelines for (O) & (M) Procedures.

32-10 (O) Procedure to ensure crew awareness of the requirement to manually move the down lock latch.

Acceptable procedure:

- a) The crew are reminded of the necessity for them to lock latch manually when selecting the landing gear up.

33-4 (O) Procedure to brief the passengers

Acceptable procedure:

- a) Flight crew to make use of Recorded Passenger Briefing unit.
- b) Crew to demonstrate information contained in passenger briefing cards.

34-4 (O) Procedure to ensure crew awareness of the need to regularly check/reset directional gyro.

NOTE: Do NOT select the Heading input (with the HD Reversionary Switch) of the affected Flight deck Heading Indicator to a single, common gyro-heading source. This is NOT permitted because it reduces the heading source redundancy.

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a) Entry to be made in tech log informing pilots of the need to regularly check/reset directional gyro.

34-5 (O) Procedure to ensure alternative procedure is used in areas of magnetic unreliability.
 Acceptable procedure:
 a) Ensure that at least two stabilized direction gyro systems operate normally and are used in accordance with approved free gyro navigation techniques

34-14 (O) Procedure to ensure Autopilot and Altitude Hold is operative.
 Acceptable Procedure:
 a) Maintenance to deactivate and secure the system.

34-17 (O) Operation procedure to ensure enroute or approach procedures do not require its use.
 Acceptable Procedure:
 a) Pull and 'band' TCAS circuit breaker.

(M) Maintenance procedure to deactivate and secure the system.
 Acceptable procedure:
 a) Pull and 'band' TCAS circuit breaker.

34-19-1(O) Operations Procedure to ensure alternate procedures are established and used for Gear Mode.
 Acceptable Procedure:
 a) The non-flying pilot will monitor the flight instruments and call out any abnormal divisions in accordance with Company SOPs.

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Guidelines for (O) & (M) Procedures.

34-19-2 (O) Operations Procedure to ensure alternate procedures are established and used for Minimums Mode.
 Acceptable Procedure:
 a) Non-flying pilot will monitor the flight instruments and call out any abnormal deviations in accordance with Company SOPs.

34-19-3 (O) Operations Procedures to ensure alternate procedures are established and used for Radio Altitude Mode.
 Acceptable Procedure:
 a) Non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations in accordance with Company SOPs.

34-20 (O) Procedure to ensure crew awareness of inoperative GPWS.
 Acceptable procedure:

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- a) Attach a label to the panel on both sides of the pilots, informing of either an inoperative or removed GPWS unit from the cockpit.
- b) Entry to be made in the technical log informing the crew of the inoperative or removed unit.
- c) Ensure that the unit is replaced or repaired within 2 working days

34-20-1 (O) Procedure to establish alternate methods of operating without the inoperative mode.

Acceptable procedure:

a) Pilot not flying should monitor the flight path during take-off, approach and landing, then alert the pilot if any of the following conditions exist:

- i) Excessive descent rate
- ii) Excessive terrain closure rate
- iii) Altitude loss after take-off/ go-around
- iv) Unsafe terrain clearance while not in the landing mode
- v) Deviation from glide slope.

34-20-4 (O) Procedure to establish alternate methods of operating without the inoperative mode.

Acceptable procedure:

a) Pilot not flying should monitor the flight path during take-off, approach and landing, then alert the pilot if any of the following conditions exist:

- i) Excessive descent rate
- ii) Excessive terrain closure rate
- iii) Altitude loss after take-off/ go-around
- iv) Unsafe terrain clearance while not in the landing mode
- v) Deviation from glide slope.

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Guidelines for (O) & (M) Procedures.

35-3 (O) Procedure for Oxygen to passengers may be inoperative provided:

Acceptable Procedure:

- a) All components of the cabin pressurization system are operative.
- b) Aircraft is not operated over to terrains that preclude descent to 12000 feet MSL.
- c) Aircraft is operated at FL 1400 or below.
- d) Portable oxygen units capable of delivering 2 litres/minute for 30 minutes are available for 10% of the passengers
- e) Operational procedures are established to ensure that passenger briefings is modified to accommodate the revised equipment

35-3 (M) Procedure to prohibit oxygen flow from affected outlet.

Acceptable procedure:

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- a) Disconnect oxygen masks from affected outlet and blank outlet with pressure blanks.

37-2 (O) Procedure to verify inoperative valve is in the closed position.

Acceptable procedure:

- a) With both engines running place both bleed air switches in the INST & ENVIR OFF position.
- b) Instrument pneumatic pressure gauge should read zero pressure.
- c) Return the bleed air switch on the operative side to the OPEN position.

52-4 (M)(O) Procedure to inspect door latching mechanism

Acceptable procedure:

- a) Close the door from the inside and confirm that the door latch is closed and cannot open without pressing the release button.
- b) Confirm that all align marks are in line six (6) of them.
- c) Confirm by checking that the center lock on the center of the stair case is in the locked position.

52-5 (O) Procedure to manually lower the Main Cabin Door in such a manner as to prevent personal injury and aircraft damage.

Acceptable procedure:

- a) Entry to be made in aircraft technical log informing flight crew of the need to exercise extreme caution when opening airstair and to maintain hold of the airstair cable whilst lowering the door.
- b) Placard to be installed on the inside and outside of the door close to the door handle which states, "DOOR SNUBBER REMOVED.OPEN DOOR WITH EXTREME CAUTION. DO NOT ALLOW DOOR TO FREEFALL."

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Annunciator: Power Source Annunciator P/N 98-30335. to check operation of individual annunciator circuits.

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This document provides detailed procedures for compliance with Minimum Equipment List (MEL) restrictions that apply when the indicated equipment is inoperative. Model 1900/1900C operators may wish to obtain FAA approval to incorporate these procedures into their individual MEL's.

ATA 31 INDICATING/RECORDING SYSTEMS

Annunciator Power Source Annunciator (UB-54 thru UB-74, UC-1 and After)

Illumination of the ANN PWR SOURCE annunciator indicates that one or both sources of electrical power to one or more redundantly powered annunciators have been lost. Dispatch with the ANN PWR SOURCE annunciator illuminated shall be subject to the restrictions stated in the following procedures.

Conduct the following tests with the battery switch on.

If any annunciator fails to respond in accordance with Steps 1 and 2, the associated malfunction must be repaired prior to flight.

1. Redundant Power Source Verification and Oil Pressure System
 - a. L and R OIL PRESS Annunciators – ILLUMINATED
 - b. ANN POWER Circuit Breaker (Right Circuit Breaker Panel) – PULL (Ensure L and R OIL PRESS Annunciators Remain Illuminated.)
 - c. ANN POWER Circuit Breaker – PUSH IN
 - d. ANN IND Circuit Breaker (Right Circuit Breaker Panel) – PULL (Ensure L and R OIL PRESS Annunciators Remain Illuminated.)
 - e. ANN IND Circuit Breaker – PUSH IN

2. Firewall Fuel Valves
 - a. Left Firewall Fuel Valve – PULL CLOSED (Ensure L FW VALVE Annunciator Illuminates Momentarily.)
 - b. Left Firewall Fuel Valve – PUSH OPEN
 - c. Right Firewall Fuel Valve – PULL CLOSED (Ensure R FW VALVE Annunciator Illuminates Momentarily.)
 - d. Right Firewall Fuel Valve – PUSH OPEN

If any annunciator fails to respond as required in Steps 3 through 8, operation of the airplane shall be restricted in accordance with MEL provisions that apply when the affected annunciator system(s) is (are) inoperative.

3. Ensure that the following annunciators are illuminated on the Master Warning and Caution/Advisory Panels:
 - L BK DI OVHT (if installed)
 - R BK DI OVHT (if installed)
 - INVERTER
 - R ENVIR OFF
 - R ENVIR FAIL

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- 4. Bleed Air System
 - a. Envir Mode Control – ROTATE TO 'T' TEST POSITION (Ensure that the L ENVIR FAIL and L ENVIR OFF Annunciators Illuminate.)
 - b. Envir Mode Control – ROTATE TO OFF
 - c. Left Bleed Air Valve – ENVIR OFF, THEN OPEN (L ENVIR FAIL and L ENVIR OFF Annunciators Extinguished)
- 5. Annunciator Test
 - a. Annunciator Test Button – PRESS AND HOLD (Ensure that the L and R FUEL FEED and HYD FLUID LOW Annunciators illuminate in approximately 5 seconds.)
 - b. Annunciator Test Button – RELEASE
- 6. Engine Anti-Ice System
 - a. Left and Right Engine Anti-Ice – ON (Ensure that the L and R ENG ICE FAIL Annunciators illuminate in approximately 40 seconds.)
 - b. Left and Right Engine Anti-Ice – OFF (L and R ENG ICE FAIL Annunciators Extinguished)
- 7. Cargo Door
 - a. Cargo Door – OPEN (Ensure that the AFT CABIN DOOR Annunciator is Illuminated.)
 - b. Cargo Door – CLOSED AND LOCKED (AFT CABIN DOOR Annunciator Extinguished)
- 8. Cabin Door
 - a. Cabin Door – OPEN (Ensure that the FWD CABIN DOOR Annunciator is Illuminated.)
 - b. Cabin Door – CLOSED AND LOCKED (FWD CABIN DOOR Annunciator Extinguished)

There is no alternate procedure for checking the function of the following annunciator systems. Therefore, a fault shall be assumed in these systems whenever the ANN PWR SOURCE annunciator is illuminated. MEL restrictions applicable when these annunciators are inoperative shall be observed:

CABIN ALTITUDE
 MAN STEER FAIL (if installed)
 PWR STEER FAIL (if installed)
 ANTI SKID FAIL (if installed)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

21	AIR CONDITIONING					
1.	Air Cycle Air Conditioning System	C	1	0		
2.	Vapor Cycle Air Conditioning System	C	1	0		
3.	Bleed Air Fail Annunciator System	C	2	1		(O) One may be inoperative for aircraft in which all gyroscopic instruments except for the right side rate of turn/slip skid indicators are electrically powered provided: a) The environmental and instrument air valves are closed on inoperative side and b) Aircraft is not operated in known or forecast icing conditions.

Operations Procedure (O)

21-3-1 (O) Procedure to verify environmental and instrument valves are closed prior to each flight.

Acceptable procedure:

- a) With both engines running place both bleed air switches in the INST & ENVIR OFF position.
- b) Instrument pneumatic pressure gauge should read zero pressure.
- c) Carry out ground cabin pressurization test. Cabin should pressurize.
- d) Return the bleed air switch on the operative side to the OPEN position.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING	C 2	1	(O)One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the environmental and instrument air valves are closed on the inoperative side.

Operation Procedure.

21-3-2 (O) Procedure to verify environmental and instrument air valves are closed prior to each flight.

Acceptable Procedure:

Procedure to either mask or remove the illuminated light.

Acceptable procedure:

- a) With both engines running place both bleed air switches in the INST & ENVIR OFF position.
- b) Instrument pneumatic pressure gauge should read zero pressure.
- c) Carry out ground cabin pressurization test. Cabin should pressurize.
- d) Return the bleed air switch on the operative side to the OPEN position.

Procedure to either mask or remove the illuminated light.

Acceptable Procedure:

- a) Remove bulbs from Annunciator caption.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
4. L or R ENVIR FAIL Annunciation System	C	2	1	(O)One may be inoperative provided the environmental bleed air valve on the inoperative side is closed.

Operations Procedure (O)

21-4 (O) Procedure to verify environmental bleed air valve is closed prior to flight.

Acceptable procedures:

- a) With both engines running place both bleed air switches in the ENVIR OFF position.
- b) Carry out ground cabin pressurization test. Cabin should not pressurize.
- c) Return the bleed air switch on the operative side to the OPEN position.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
21	AIR CONDITIONING				
5.	CABIN ALTITUDE Annunciator System	C	1	0	May be inoperative for flight at or below 10,000 feet MSL.
6.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided cabin altimeter and differential pressure gauges are operative.
		C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.
7.	Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.
8.	Outflow/Safety Valves	C	2	0	(M)May be inoperative for unpressurized flight provided one valve is removed or secured in the open position.

Maintenance Procedure (M)

21-8 (M) Procedure for removing or securing outflow/safety valve in the open position.

Acceptable Procedure:

- a) Remove inoperative valve from aircraft I.A.W appropriate maintenance manual.
- b) Secure outflow valve in the open position.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
21	AIR CONDITIONING				
9.	Pressurization Controller				Deleted, Revision 8.
10.	Pressurization System	C	1	0	(M)May be inoperative provided one outflow/safety valve is removed or secured in the open position.
11.	Automatic Temperature Control	C	1	0	May be inoperative provided manual control system is operative.
12.	Manual Temperature Control	C	1	0	May be inoperative provided automatic control system is operative.
13.	Vent Blowers	C	2	0	

Maintenance Procedure (M)

21-10 (M) Procedure for removing or securing outflow/safety valve in the open position.

Acceptable Procedure:

- a) Remove inoperative valve from aircraft I.A.W appropriate maintenance manual.
- b) Secure outflow valve in the open position.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING			
14.	Air Conditioning N1 C Low Annunciator	1	0	See procedure 21-14
15.	Cabin Temperature Gauge	C 1	0	Maybe inoperative
16.	Bleed Air Shutoff Valves	C 2	1	(O)One may be inoperative provided: a) The environmental air valve on the inoperative side is closed and b) The Environmental Fail Annunciators are operative.

Operations Procedure (O)

21-14 (O) Procedure to verify appropriate environmental bleed air valve is closed prior to each flight.

Acceptable procedure:

- a) Prior to flight select the appropriate Bleed air valve switch to the Envir off position and observe appropriate Envir off advisory light illuminates confirming the applicable Bleed air valve is in the closed position.
- b) Prior to each flight visually confirm that the appropriate Bleed air valve switch is in the Environment off position and the advisory annunciation display is at stated in above.

21-16 (O) procedure to verify environmental bleed air valves is closed.

Acceptable procedure:

- a) Prior to flight select both the Bleed air valve switches to the Envir off position and observe left and right Envir off advisory lights illuminate confirming the bleed air valves are both in the closed position.



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- b) Prior to each flight visually confirm that both Bleed air valve switches are in the Environment off position and the advisory annunciation display is as stated above.
- c) Flight plan should be made for 10,000 feet or below, but if required the aircraft may be operated at 12,000 feet for a maximum time of 30 minutes.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS			

21 AIR CONDITIONING			
17. Precooler and Bypass Valve Systems	C	2	1 (O)One may be inoperative provided: a) The environmental air valve on the inoperative side is closed and b) The Environmental Fail Annunciators are operative.
18. L or R ENVIR OFF Annunciator Systems	C	2	1

Operations Procedure (O)

21-17 (O) Procedure to verify environmental bleed air valves are closed.

Acceptable procedure:

- a) Prior to flight select both the Bleed air valve switches to the Envir off position and observe left and right Envir off advisory lights illuminate confirming the bleed air valves are both in the closed position.
- b) Prior to each flight visually confirm that both air Bleed valve switches are in the Environment off position and the advisory annunciation display is as stated above.
- c) Flight plan should be made for 10,000 feet or below, but if required the aircraft may be operated at 12,000 feet for a maximum time of 30 minutes.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT		
1.	Autopilot System C	1 0	(M) May be inoperative provided Operations do not require its use.
2.	Yaw Damper C	1 0	(M) See procedure 22-1
3.	Autopilot Disconnect. C	2 0	May be inoperative provided the autopilot is not utilized at less than initial approach altitude.

Maintenance Procedure (M)

22-1 (M) Maintenance Procedure to disable the autopilot and determine that the servos do not cause binding of the control cable.

Acceptable Procedure:

a) Manually exercise all flight controls, through their entire range to determine there is no binding or restrictions. Should binding or restrictions be evident, further flight is prohibited until cause has been determined and rectified.

22-2 (M) Procedure to disable the yaw damper function.

Acceptable procedure:

a) Pull and band the "servo" circuit breaker.



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23 COMMUNICATIONS						
1. Passenger Address System						
1) Passenger Carrying Operations	C		1	0		(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used and b) Flight Deck/Cabin Interphone system operates normally.
2) Other Operations	D		1	0		May be inoperative unless procedures require its use.
2. Recorded Passenger Briefing Unit	C		-	-		NOT INSTALLED.
3. Static Discharge Wicks	C		16	11		One wick may be missing or broken from: 1) Each wing (includes aileron) 2) Each side of horizontal stabilizer, 3) Vertical stabilizer (includes stabilon, tail cone, and ventral fin(s)). Maximum of 5 wicks may be missing.
4. Communications Equipment (VHF, UHF)	C		2	2		Minimum KCAA requirement.



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5. Flight Deck Speakers	C	2	1	One may be inoperative.
	C	2	0	May be inoperative provided an operative headset is used by each flight crew member.

Operation Procedure (O)

23-1 (O) Procedure to specify how passengers are to be briefed and to operate within the MEL restrictions.

Acceptable procedure:

- a) Flight crew to make use of Recorded Passenger Briefing unit.
- b) Flight crew to demonstrate information contained in passenger briefing cards.

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SYSTEM & SEQUENCE NUMBERS	1.	2.	3.	4.
ITEM		NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
6. Cockpit Voice Recorder (CVR) System.				
1) With Flight Data Recorded (FDR) Installed.	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Without Flight Data Recorder (FDR) Installed.	A	1	0	(O) May be inoperative provided repairs are made within three flight days.
7. Ground communication system.	C	1	0	
8. Push To Talk Switch (Radio)				
1) Aircraft equipped with separate hand held microphone plug-in (Second in Command Required)	C	2	1	One may be inoperative provided hand microphone on affected side is operative.



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2) Aircraft equipped with separate hand held microphone plug-in (Second in Command not Required)	C	2	1	Right side may be inoperative.
3) Aircraft without separate separate hand held microphone plug-in (Second in Command not required).	C	2	1	Right side may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
9. Crew Intercom System	B	1	0	May be inoperative for single pilot operations.
10. SELCAL/CALSEL System.	C	1	0	NOT INSTALLED
11. Boom Microphones (CVR and FDR Installations)				
1) Cockpit Voice Recorder	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
12. High Frequency (HF) Communication System		1	0	May be inoperative provided Procedures do not require its use.



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	DATE: 03/08/2012	24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS

24	ELECTRICAL POWER					
1.	AC volt/freq. meter	B	1	0	(M)May be inoperative for VMC provided Inverter Annunciator System is operative.	
2.	L or R DC GEN Annunciator Systems	B	2	1	One may be inoperative.	
3.	DC Loadmeters	B	2	1	(O)One may be inoperative provided: <ul style="list-style-type: none"> a) The electrical load is maintained within the capacity of one generator at all times, b) Both DC generator annunciators are operative and c) Aircraft is not operated in known or forecast icing conditions. 	

Maintenance & Operations Procedures (M)

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- 24-1 (M) Maintenance procedure to determine the inoperative condition is not caused by broken wire or short which could cause a fire.
 Acceptable Procedures:
 a) Check the A/C volt/freq. metre is confirmed as unserviceable.
- 24-3 (O) Procedure to ensure that the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.
- Acceptable procedure:
- a) Flight crew to maintain electrical load below 50% by reference to operative load meter.
 b) Should generator on the operative side fail, flight crew should isolate all "non-essential" items.

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		DATE: 03/08/2012	24-2		
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
4.	Inverters	B	2	1	One may be inoperative for day VFR.
5.	INVERTER Annunciator System	B	1	0	May be inoperative provided: a) Both inverters are operative and b) AC volt/frequency meter is operative.
6.	External Power System	C	1	0	(M) See procedure 24-6
7.	EXTERNAL POWER Annunciator System	C	1	0	(O) See procedure 24-7

Maintenance & Operations Procedures (M) & (O)

- 24-6 (M) Procedure to ensure ground power relay is open.



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Acceptable procedure:

- a) With the ground power unit plugged in and turned on, rotate the voltmeter switch in the cockpit to EXT PWR. There should be no indication of voltage.

24-7 (O) Procedure to ensure connection and disconnection of power cart is verified.

Acceptable procedure:

- a) Ground crew to verify the connection and disconnection of the ground power cart via appropriate hand signals.
- b) Flight crew to verify connection and disconnection by reference to voltmeter with the voltmeter switch selected to EXT PWR.
- c) Verify with hand signal with the ground handler that the power is removed.
- d) Flight crew to check load meter.
- e) Isolate alternate generators and check for no voltage drop on battery bus.

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		DATE: 03/08/2012	24-3
	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
-----		4. REMARKS OR EXCEPTIONS	
24 ELECTRICAL POWER			
8. Ground Power Receptacle			Deleted Revision 7
9. External Power Switch			Deleted Revision 7
10. Generator Bus Tie	B	2	1
		One may be inoperative for day VMC provided both DC generator annunciators are operative.	
11. L or R GEN TIE OPEN B Annunciator System	B	2	0
		(O)May be inoperative provided:	
		a) Generator tie relay is verified closed prior to each departure and	
		b) Both DC GEN annunciators are operative.	



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Operations Procedure (O)

24-11 (O) Procedure to verify generator bus tie relay is closed.

Acceptable procedure:

- a) At the voltmeter selector switch on the overhead panel the generator bus for the failed side.
- b) Then select the generator off for the failed side Annunciator.
- c) If the indicated voltage remains steady the bus gen tie relay is closed. If the voltage should fall to zero the gen bus tie relay is open and maintenance assistance should be obtained.

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		DATE: 03/08/2012	25-1
SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH

25 EQUIPMENT/FURNISHINGS			
1.	Approved Flotation Device	D -	-
Not required for flights over land. Note: Flotation equipment required per CAP 394 - Fifth Schedule, Scale J when flying over water for more than 30 minutes.			
2.	Cockpit Crewmember Shoulder Harness	C 2	1
Right side may be inoperative provided a second in command is not required and seat is not occupied.			
3.	Passenger Seat(s)	C 19	0
May be inoperative provided:			
a) seat does not block an emergency exit			
b) seat does not restrict any passenger from access to the main aircraft aisle, and,			
c) The affected seat(s) are			



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			<p style="text-align: right;">blocked and placarded "DO NOT OCCUPY".</p> <p>NOTE:</p> <ol style="list-style-type: none"> 1. A seat with an inoperative seat belt or shoulder harness is considered to be inoperative. 2. Affected seat (s) may include the seat (s) behind and/or adjacent to the outbound position
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AIRCRAFT: BEECH MODEL 1900 C		REVISION NO: 4	PAGE:
		DATE: 03/08/2012	25-2
	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
25 EQUIPMENT/FURNISHINGS Cont'd			
3.1 Recline Mechanism	D	19	0
2. Underseat Baggage Restraining Bars			
			<p>May be inoperative provided seat occupied provided seat is secured in the full upright position.</p> <p>(O) May be inoperative and seat occupied provided seat is secured in the full upright position.</p> <p>a) Baggage is not stowed under seat with inoperative restraining bars</p> <p>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT". and,</p> <p>c) Procedures are established to alert crew of inoperative restraining bars.</p>



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4. Emergency Locator Transmitter (ELT)	C	1	1	Required by KCAA - CAP 394 Fifth Schedule - Scale U, (i).
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Operations Procedure (O)

25-3-2 (O) Operations procedure to placard the affected seat and ensure baggage is not stored under affected seat.

Acceptable Procedures:

- a) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

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		DATE: 03/08/2012		25-3	
SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
ITEM			3. NUMBER REQUIRED FOR DISPATCH		
-----			-----		
25 EQUIPMENT/FURNISHINGS			4. REMARKS OR EXCEPTIONS		
5.	ELT Remote Switch	C	1	0	(M)May be inoperative provided: a) Remote switch is disconnected from ELT and b) ELT switch is placed in ARM position.
6.	Passenger Convenience items-Overhead reading lights		19	0	May be inoperative.
7.	Emergency Medical	D	2	1	NOT CARRIED, NOT REQUIRED See Item 10-First Aid Equipment.



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Maintenance & Operation Procedures (M) & (O)

25-5 (M) Procedure to disconnect the remote switch from the ELT and manually arm the ELT per manufacturer instructions. Care must be exercised to insure that the G-Switch is NOT disabled.

Acceptable Procedure.

- a) Remove access panels as required to gain access to ELT.
- b) Disconnect and stow remote switch connector.
- c) Verify ELT Switch is in ARMED position.
- d) Refit applicable access panels.

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		DATE: 03/08/2012	25-4		
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
8.	Forward Observer Seat (Including All Associated Equipment)	A	0	0	NOT INSTALLED.
9.	Fasten Seat Belt while Seated/No Smoking" Sign	C	19	0	(O)One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each seat.
10.	First Aid Equipment		1	1	Required per CAP 394 - Flight



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Schedule - Scale B.

Maintenance & Operation Procedure (O)

25-9 (O) Operation procedure to brief the passengers.

Acceptable Procedure:

- a) Pilot to refer to Standard Operating Procedures on Procedures to brief passengers.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
1.	Portable Fire Extinguisher	D 3	2	May be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit and b) Required distribution is maintained.
2.	Lavatory Fire Extinguisher System	C -	-	NOT INSTALLED.
3.	Lavatory Smoke Extinguisher	C -	-	NOT INSTALLED.
4.	Cargo Compartment Fire Detection/Suppression Systems	C -	-	NOT INSTALLED.



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		DATE: 03/08/2012		27-1		
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS		

27	FLIGHT CONTROLS					
1.	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected and b) Flaps are checked for proper setting prior to each departure and landing.	
2.	Flap System	C	1	0	(O)May be inoperative provided: a) Flaps are in full up position and b) Performance charts in AFM for no flap takeoff and landings are used.	
CAUTION: DO NOT SILENCE THE LANDING GEAR WARNING HORN.						

Operations Procedure (O)

27-2 (O) Procedure to verify the flaps are secure and in the up position, the circuit breaker is pulled and a placard is installed which states the following: "DO NOT SILENCE THE LANDING GEAR WARNING HORN". The placard should be installed near the landing gear warning horn silence button.

Acceptable procedure:

- a) Verify visually and by reference to flap position indicator that the flaps are in the up position.
- b) Pull and band FLAP IND & CONTROL circuit breaker.
- c) Place placard which state "DO NOT SILENCE THE LANDING GEAR WARNING HORN" near the landing gear warning horn silence button.



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		DATE: 03/08/2012		27-2	
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
27	FLIGHT CONTROLS				
3.	Trim Tab Indicators C (Aileron, Rudder)	2	0		May be inoperative provided: a) Tab is visually checked for full range of operation b) Tab operation is not impaired and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
4.	Electric Elevator Trim System	C 1	0		(M)May be inoperative provided: a) Manual trim is operative and unaffected and b) Autopilot is not used.
5.	ELECT TRIM OFF Annunciator System	C 1	0		

Maintenance Procedures (M)

27-4 (M) Procedure to ensure there is no binding of the trim cables.

Acceptable procedure:

- a) Manually operate trim full travel and visually observe to verify full travel.



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	DATE: 03/08/2012	28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Standby Electric Boost Pumps	C	2	1	One may be inoperative except when using aviation gasoline.
2.	Engine Driven Low Pressure Fuel Boost Pumps	C	2	1	(M)One may be inoperative provided standby electric fuel boost pump is operative and turned on.
3.	Fuel Quantity Indicators	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 intended flight, b) Both fuel flow indicators are operative, c) Fuel quantity annunciators are operative, and d) Procedures are established to ensure fuel balance remains within AFM limits.
4.	L or R FUEL QTY Annunciator Systems	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for intended flight, b) Fuel quantity indicators are operative and c) Fuel flow indicators are operative.

Maintenance & Operations Procedures (M) & (O)

28-2 (M) Procedure to determine failure will not cause damage to engine or a restriction in fuel flow.

Acceptable procedure:

- a) Visually inspect the effect area under cowl to determine the condition of failure is not due to any fuel leaks or broken fuel lines.
- b) Carry out inspection of the engine driven low-pressure fuel boost pump outlet filter for contamination.



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c) Carry out an ENGINE OPERATING PARAMETERS CHECK in accordance with Beechcraft 1900C Maintenance Manual.

28-3 (O) Procedure to ensure fuel quantity meets regulatory requirements for the flight.

Acceptable procedure:

a) Fill fuel tanks and calculate fuel burn from fuel tanks.

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		DATE: 03/08/2012	28-2
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
28 FUEL			
5. FUEL TRANSFER Annunciator System	C	1	0 (O)May be inoperative provided: a) Proper operation of standby fuel pumps are verified prior to departure and b) Both fuel quantity indicators are operative.
6. Fuel Flow Indicators	B	2	1 (M)One may be inoperative provided fuel quantity indicators are operative and monitored.

Maintenance & Operations Procedures (O) & (M)

28-5 (O) Procedure to verify standby pumps are operating.

Acceptable Procedure:

- a) With Battery on place on standby pump on and verify that the annunciator light goes off.
- b) One crew or engineer to stand next to the engine and verify that the pump is running by listening and indicate.

28-6 (M) Procedure to determine inoperative condition is not caused by leaks or broken fuel line.

Acceptable Procedure:

- a) Remove access panels as required to gain access to applicable fuel lines.
- b) Visually inspect the fuel lines for leakage or damage. Any defect should be rectified before further flight.
- c) Refit access panels.



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		DATE: 03/08/2012		28-3	
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
7.	Auxiliary Fuel Transfer Pumps	C	2	0	(M)One or both may be inoperative provided: a) Fuel quantity in main tank is adequate for the intended flight and b) Fuel quantity indicators are operative.
8.	L or R FUEL FEED Annunciator System	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for the intended flight b) Fuel quantity indicators are operative, c) FUEL QTY annunciator system is operative and d) Fuel flow indicators are operative.

Maintenance Procedure (M)

28-7 (M) Procedure to deactivate the pump and ensure no electrical power is supplied to it.
Procedure to ensure auxiliary fuel is balanced prior to each flight and is considered unusable for flight planning purposes.

Acceptable Procedure:

- a) Place the AUX PUMP switch on the affected side in the OFF position.
- b) Place placard, which states " INOPERATIVE" next to switch.
- c) Pull and band the AUX tank PUMP circuit breaker on the affected side.



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		DATE: 03/08/2012	30-1		
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Surface Deice System (Wing, Stabilon, and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Alternate Static Air Source Heaters	C	2	1	One may be inoperative for VMC.
3.	Engine Inertial Ice Vane Actuator Motors	C	4	2	(M)One actuator motor on each side may be inoperative.
		C	4	0	(M)Both actuator motors on each side may be inoperative provided: a) Inertial ice vanes are secured in the extended position and b) Appropriate performance charts are used.

Maintenance Procedures (M)

30-3 (M) Procedure to determine inoperative motor does not affect other actuator motor.

Acceptable Procedure:

- a) Operate inertial Ice Vane on affected side with the operable motor through two full extensions and retractions.
- b) Verify visually and by reference to Annunciators that the Ice Vane is operating to its full travels and that the motor is not straining.



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(M) Procedure to secure vanes in the extended position.

Acceptable procedure:

- a) Verify visually and by reference to the Annunciators that the Ice vanes are in the extended position.
- b) Gain access to the forward lower cabin electrical equipment panel.
- c) Pull and band the L and R MAIN ICE VANE CONTROL circuit breakers and the L and R STANDBY ICE VANE circuit breakers.

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		DATE: 03/08/2012	30-2	
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
4.	Engine Inertial Ice Vane Annunciators	C 4	2	(O)One may be inoperative on each side.
		C 4	0	(M)Both may be inoperative on each side provided: <ul style="list-style-type: none"> a) Inertial ice vanes are secured in the extended position and b) Appropriate performance charts are used.

Operations & Maintenance Procedures: (O) & (M)

30-4 (O) Procedure for flight crewmember to verify operation of vanes prior to each departure.

Acceptable Procedure:

- a) Operate the affected Ice Vane and visually verify that the Ice Vane is operating to its full travels.
- b) Time the Ice to determine that it completes the cycle from open



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to closed or vise versa within 40 seconds.

(M) Procedure to secure vanes in the extended position.

Acceptable procedure:

- a) Verify visually and by reference to the Annunciators that the Ice Vanes are in the extended position.
- b) Gain access to the forward lower cabin electrical equipment panel.
- c) Pull and band the L and R MAIN ICE VANE CONTROL circuit breakers and the L and R STANDBY ICE VANE circuit breakers.

AIRCRAFT: BEECH MODEL 1900 C		REVISION NO: 4	PAGE:
		DATE: 03/08/2012	30-3
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION		
5.	Stall Warning Vane and Mount Plate Heater System	C 1	0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6.	Windshield Wipers	C 2	0 May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
7.	Windshield Heaters	C 2	0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.
8.	Propeller Deicer Ammeter	C 1	0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9.	Propeller Deicing System (Automatic)	C 1	0 May be inoperative provided Manual propeller deice system is operative.
		C 1	0 May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10.	Propeller Deice Systems (Manual)	C 1	0 May be inoperative provided Automatic propeller deice system is



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	C	1	0	operative. May be inoperative provided aircraft is not operated in known or forecast icing conditions.
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		DATE: 03/08/2012	30-4
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION			
11. Fuel Vent Heaters	C	2 0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12. Brake Deice System	C	1 0	NOT INSTALLED
13. Pitot Heaters	B	2 1	One may be inoperative provided: a) IFR passenger carrying operations are not conducted and b) Aircraft is not operated in known or forecast icing conditions.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	3.	4.	
		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS					
1.	Clock with sweep second hand, or electric digital clock	C	2	0	0	May be inoperative for VFR.
		C	2	1	1	One may be inoperative for IFR.
2.	Flight Hour Recorder	C	1	0	0	(O)See procedure 31-2
3.	Flight Data Recorder(FDR)	A	1	0	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operating normally, b) Aircraft is not dispatched from a designated airport as listed in the operators MEL unless 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may



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			be dispatched on a flight or series of flights until the next designated airport where repair(s) must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
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Operation Procedures:

31-2 (O) Procedure for recording aircraft time for maintenance purpose

Acceptable Procedure:

- a) Entry to be made in technical log requiring flight crew to keep a record of flight time in hours and minutes by reference to a reliable time piece.

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		DATE: 03/08/2012	31-2
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS		
4.	Annunciator Power Source Annunciator	C 1	0 (O)May be illuminated provided: a) Preflight procedures are conducted to check operation of individual annunciation circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30335). See Pages b) MEL relief is approved and applicable procedures and restrictions observed for all annunciator circuits found to be inoperative and c) Operation is limited to 12,500 feet MSL or below.
5.	Aircraft Data Acquisition System Installed per STC SA 00095B0	D -	- NOT INSTALLED



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Operation Procedures (O)

31-4 (O) Procedures to check operation of individual circuits.

- a) Carry out operational checks of individual circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30335). See Pages 26 and 27.

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		DATE: 03/08/2012	32-1
	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
32	LANDING GEAR		
1.	Landing Gear Handle Light Bulbs	-	Deleted, Revision 7
2.	Landing Gear Position Indication Lights	-	Deleted, Revision 7
3.	Power Steering	C	NOT INSTALLED.
4.	PWR STEER FAIL Annunciator System	C	NOT INSTALLED.



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		DATE: 03/08/2012		32-2		
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS		
32	LANDING GEAR					
5.	MAN STEER FAIL Annunciator System	C 1	0	(O)(M)May be inoperative provided: a) Power steering is disabled by pulling and banding circuit breaker and b) Nose gear must be in free castor mode.		
6.	Manual Steering Disconnect Actuator	C 1	0	(O)(M) See Procedure 32-6		
7.	HYD FLUID LOW Annunciator System	C 1	0	May be inoperative provided hydraulic fluid level is verified prior to each departure.		

Maintenance & Operation Procedure (O) & (M).

32-5 (O) Procedure to ensure crew awareness of change in nose wheel steering.

Acceptable Procedure:

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- a) Crew to be aware of the condition of the steering system/and that free castoring is in effect. Adjust any operating procedures as required.
- (M) Procedure to disconnect and secure actuator.

Acceptable Procedure:

- a) Refer to the Beech 1900C Maintenance Manual, Chapter 32-51-00 for disconnecting the actuator.

32-6 (O) Procedure to ensure crew awareness of change in nose wheel steering.

Acceptable procedure:

- a) Crew to be aware of the condition of the steering system and that free castoring is in effect.
- b) No passenger to be carried only for repositioning flights only.

(M) Procedure to disconnect and secure actuator.

- a) Refer to the Beechcraft 1900 C Maintenance Manual, for disconnecting the actuator.
- b) Placard next to Parking Brake.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
32	LANDING GEAR		
8.	Anti-Skid System	C -	NOT INSTALLED
9.	Parking Brake	C 1	(O)See procedure 32-9
10.	Landing Gear Handle Solenoid	C 1	(O)May be inoperative provided down lock latch is operative.

Operation Procedures: (O)

32-9 (O) Procedures to secure aircraft during emergencies and prior to releasing toe brakes during normal operations.

Acceptable Procedure:

- a) The Captain has the responsibility to contact the arrival base, notify them of the situation and advise them the Aircraft must be met by ground staff and the aircraft chocked to ensure there can

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- be no forward or rearward movement.
- b) After the aircraft is chocked the ground crew must advise the flight crew.
- c) Additionally the pilot in command will advise the ground staff of the procedures for departure regarding the wheel chocks.

32-10 (O) Procedure to ensure crew awareness of the requirement to manually move the down lock latch.

Acceptable Procedure:

- a) The crew are reminded of the necessity for them to lock latch manually when selecting the landing gear up.

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS						
1.	Cabin Light Systems	C	2	0		May be inoperative provided lighting configuration is acceptable to the flight crew.
2.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	6	4		Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
3.	Landing Lights	C	2	0		May be inoperative for day operations.



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C	2	1	One may be inoperative for night operations.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

33	LIGHTS				
4.	Passenger Notice System (Fasten Seat Belt-No Smoking)	C			DELETED REVISION 10 (MOVED TO ATA 25)
5.	Position Lights	C	3	0	May be inoperative for day operations.
6.	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
		B	1	0	May be inoperative for night operations provided Anti-Collision Strobe Light System is operative.
7.	Anti-Collision Strobe Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night



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				operations provided Anti-Collision Beacon Light System is operative.
8. Taxi Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided both landing lights are operative.
9. Taxi Light Annunciator System	C	1	0	

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
ITEM				4. REMARKS OR EXCEPTIONS	

33 LIGHTS					
10. Recognition Lights	C	2	0		
11. Tail Flood Lights	C	2	0		
12. Wing Illumination Lights	C	2	0		May be inoperative provided a ground deicing procedures do not require their use.
13. Master Caution Lights	C	2	1		One may be inoperative.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	1	Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.
2.	Vertical Speed Indicators	B	2	1	One may be inoperative for VFR.
3.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	Maybe inoperative as long as flights are conducted in VFR conditions. See 34-3 below.
4.	Gyroscopic Directional Compass	B	2	1	(O)One may be inoperative in slaved mode provided DG mode is



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System				operative.
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Operations Procedures (O)

34-3 CAP 394 - FIFTH SCHEDULE - SCALE 'O' the weather reports or forecasts available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazards weather conditions can be detected by the set when in working order are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the Operations Manual.

34-4 (O) Procedure to ensure crew awareness of the need to regularly check/reset directional gyro.

NOTE: DO NOT select the heading input (with the HD Reversionary Switch) of the affected flightdeck Heading Indicator to a single common gyro-heading source. This is NOT permitted because it reduces the heading source redundancy.

a) Entry to be made in tech log informing pilots of the need to regularly check/reset directional gyro.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
5.	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	(O)May be inoperative provided: a) Any combination of two stabilized Gyro or INS Stabilized Compass Systems are operative and b) Aircraft is operated with Dual Independent Navigation capability and under



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				Positive Radar Control by ATC on the enroute portion of the flight. (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operated normally, and used in conjunction with approved Free Gyro Navigation Techniques.
B	1	0		

Operation Procedures (O)

34-5 (O) Procedure to ensure alternative procedure is used in areas of magnetic unreliability.

Acceptable procedure:

- a) Ensure that at least two stabilized direction gyro systems operate normally and are used in accordance with approved free gyro navigation techniques.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
34	NAVIGATION				
6.	Navigation Equipment (VOR/ILS)	C	2	1	Maybe inoperative as long as flight are planned for VFR arrivals.
	GLOBAL POSITIONING SYSTEM (GPS)		2	0	May be inoperative for flight.
7.	ATC Transponders and Automatic Altitude Reporting	C	2	1	Required by KCAA.



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Systems					
8.	Marker Beacon	C	2	0	May be inoperative provided approach procedure does not require its use.
9.	Altitude Encoder				Included in Item 7.
10.	Distance Measuring Equipment (DME) Systems	D	1	0	Maybe inoperative as long as Arrival/Departure Procedures don't require Mandatory DME Usage.
11.	ADF	C	1	0	Maybe inoperative as long as Arrival/Departure procedure don't require Mandatory ADF usage.
12.	Radar Altimeter	C	1	0	May be inoperative provided landing minimums are not based on its use.
13.	Flight Director	C	1	0	May be inoperative provided landing minimums are not based on its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
14.	Altitude Alerts System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.



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15. RMI	C	2	0	
16. Traffic Alert Collision Avoidance System (TCAS I)	B	-	-	NOT INSTALLED.
	C	-	-	NOT INSTALLED.

Operation Procedure (O)

34-14 (O) Operations procedure to ensure Autopilot and Altitude Hold is operative.

- a) Maintenance to deactivate and secure the system.

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	1.	2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
-----		-----			
34 NAVIGATION		4. REMARKS OR EXCEPTIONS			
17. Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(O)(M) May be inoperative provided: a) System is deactivated and secured and, b) Enroute or approach procedures do not required its use.	
1. Combined Traffic	C	1	0	(O) May be inoperative on non	



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Alert (TA) and Resolution Advisory (RA) dual Display Systems				flying pilot side provided. a) TA and RA visual display is operative on the flying pilot side. b) TA and RA audio function is operative on the flying pilot side
2. Resolution Advisory (RA) Display System(s)	C	1	0	May be inoperative on non pilot side.
	C	1	0	(O) May be inoperative provided: a) traffic Alert TA visual display. and audio functions are operative, b) TA only mode is selected by crew and c) Enroute or approach procedures do not require its use.
3) Traffic Alert Display	C	1	1	(O) May be inoperative provided: a) RA visual display and audio day. VMC only, and b) Enroute or approach procedures do not required its use.

Operation & Maintenance procedure (O) (M)

34-17 (O) Operation procedure to ensure enroute or approach procedures do not require its use.

Acceptable Procedure:

a) Pull and 'band' TCAS circuit breaker.

(M) Maintenance procedure to deactivate and secure the system.

Acceptable procedure:

a) Pull and 'band' TCAS circuit breaker.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
34 NAVIGATION			
18. Standby Attitude Indicator	C	- 0	Maybe inoperative as long as flights conducted in VFR conditions and during Daylight.



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	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into unknown or forecast VR -on- TOP conditions.
19. Flight Profile Advisory System				
1) Gear Mode	A	1	0	(O) May be inoperative provided: a) Alternative procedures are established and used, b) Repairs are made within two flight days.

Operation Procedure (O)

34-19-1 (O) Operations Procedure to ensure alternate procedures are established and used for Gear Mode.

Acceptable Procedure:

- a) The non-flying pilot will monitor the flight instruments and call out any abnormal divisions in accordance with Company SOPs.

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	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
34 NAVIGATION Cont'd			
2) Minimum Mode	A	1	0
			(O) May be inoperative Provided: a) Alternative procedures are



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				established and used, and b) Repairs are made within two flight days
3. Radio Altitude	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
4. Test Mode	A	1	0	May be inoperative provided: a) The FPA is considered inoperative and b) Repairs are made within two days.
5. Glideslope	B	1	0	
6. Advisory Callouts	C	-	-	NOT INSTALLED.

Operation Procedure (O)

34-19-2 (O) Operations Procedure to ensure alternate procedures are established and used for Minimums Mode.

Acceptable Procedure:

- a) Non-flying pilot will monitor the flight instruments and call out any abnormal deviations in accordance with Company SOPs.

34-19-3 (O) Operations Procedures to ensure alternate procedures are established and used for Radio Altitude Mode.

Acceptable Procedure:

- a) Non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations in accordance with Company SOPs.

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	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
-----		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		



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20. Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) alternate procedures are established and used, b) Repair are made within two flight days
	C	-	0	(O) May be inoperative provided: a) Not required by KCAA, and b) Alternate procedures are established and used.
1) Modes 1-4	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.

Operation Procedures (O)

- 34-20 (O) Procedure to ensure crew awareness of inoperative GPWS.
 Acceptable procedure:
 d) Attach a label to the panel on both sides of the pilots, informing of either an inoperative or removed GPWS unit from the cockpit.
 e) Entry to be made in the technical log informing the crew of the inoperative of removed unit.
 f) Ensure that the unit is replaced or repaired within 2 working days
- 34-20-1 (O) Procedure to establish alternate methods of operating without the inoperative mode.
 Acceptable procedure:
 a) Pilot not flying should monitor the flight path during take-off, approach and landing, then alert the pilot if any of the following conditions exist:
 i) Excessive descent rate
 ii) Excessive terrain closure rate
 iii) Altitude loss after take-off/ go-around
 iv) Unsafe terrain clearance while not in the landing mode
 v) Deviation from glide slope.

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1. SYSTEM & SEQUENCE NUMBERS	2. NUMBER INSTALLED	
ITEM	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS OR EXCEPTIONS	



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34	NAVIGATION				
	2) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	2	0	
		C	2	0	Provided standing alerting calls in accordance with Standard Operating Procedures Notes No. 6.
	4) Advisory Callouts	B	2	0	
		C	1	0	(O)May be inoperative provided alternate procedures are established and used. See Procedure 34-20-4
	5) Windshear Mode	C	-	-	NOT INSTALLED
	6) TAWS	C	-	-	NOT INSTALLED

34-20-4 (O) Procedure to establish methods of operating without the inoperative mode.

Acceptable Procedure:

- a) Pilot not flying should monitor the flight path during take-off, approach and landing, then alert the pilot if any of the following conditions exist:
 - i) Excessive descent rate.
 - ii) Excessive terrain closure rate.
 - iii) Altitude loss after take-off/go-around.
 - iv) Unsafe terrain clearance while not in the landing.
 - v) Deviation from glide slope.

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	1.	2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	



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				4. REMARKS OR EXCEPTIONS
----- 34 NAVIGATION				
21. CARGO OPERATIONS ONLY SIC NOT REQUIRED				
1. Airspeed Indicator B	2	1		May be inoperative on right side provided: a) A functioning pneumatic indicator is installed and available to the pilot, and, b) Aircraft must be flown from left side by the pilot in command.
2. Gyroscopic bank and Pitch indicator B	2	1		May be inoperative on right side provided: a) Two independent power sources are available to drive the left side instruments, b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side, and c) Aircraft must be flown from left side by the pilot in command
3. Gyroscopic Direction Indicator B	2	1		May be inoperative on right side provided: a) Magnetic compass is operative, b) Two independent power sources are available to drive the left side instruments, and c) Aircraft must be flown from left side by the pilot in command.
4. Altimeter Barometric B	2	1		May be inoperative on right side provided: a) A functioning pneumatic altimeter adjustable for barometric pressure, is installed and available to the pilot and b) Aircraft must be flown from left side by the pilot in command.

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1. SYSTEM &	2. NUMBER INSTALLED	



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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

34	NAVIGATION				
22.	Windshear Warning and Flight Guidance System.	C	-	-	NOT INSTALLED.
23.	Windshear Detection and Avoidance System	C	-	-	NOT INSTALLED.
24.	Flight Management System Navigation Database	C	-	-	NOT INSTALLED.
25.	Navigation Management System Navigation Database	C	-	-	NOT INSTALLED.

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1. 2. NUMBER INSTALLED		



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SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
26.	Automatic Dependent Surveillance - Broadcast (ADS-B) System.	D	-	-	NOT INSTALLED.
1)	Link and Display Processor Unit (LDPU)	D	-	-	NOT INSTALLED.
2)	Cockpit Display and Traffic Information (CDTI)	D	-	-	NOT INSTALLED.
3)	CDTI Control Panel	D	-	-	NOT INSTALLED.
4.	Data Link Transmitter (s) Database	D	-	-	NOT INSTALLED.
5.	Data Link Receiver (s)	D	-	-	NOT INSTALLED.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
1.	Oxygen System (Passenger)	C	1	1	Required for all pressurized flights
2.	External Oxygen Gauge	C	1	0	May be inoperative provided a maintenance or flight crewmember is in the cockpit and monitors the internal oxygen gauge during servicing to avoid over-servicing.
3.	Passenger Oxygen Mask/Regulator	C	19	0	(O) (M) May be inoperative provided: a) Corresponding passenger seat is blocked and placarded "DO NOT OCCUPY". b) Affected mask/regulator does not permit flow when cabin oxygen system is activated.
4.	Protective Breathing Equipment.	D	0	0	Not Installed

Operation & Maintenance Procedures (O)& (M)

35-3 (O) Procedure for oxygen to passengers may be inoperative provided:

- a) All components of the cabin pressurization system are operative.
- b) Aircraft is not operated over to terrains that preclude descent to 12000 feet MSL.
- c) Aircraft operated at FL 1400 or below.
- d) Portable oxygen units capable of delivering 2 litres/minute for 30 minutes are available for 10% of passengers.
- e) Operational procedures are established to ensure that passengers' briefings is modified to accommodate the revised equipment.

35-3 (M) Procedure to prohibit oxygen flow from affected outlet.

Acceptable Procedure:

- a) Disconnect oxygen masks from affected outlet and blank outlet with pressure blanks.

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SYSTEM & SEQUENCE NUMBERS	ITEM		1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

37	VACUUM/PRESSURE					
1.	Gyro Suction Gauge	C	1	0		May be inoperative for day VFR.
		C	1	0		May be inoperative if all gyroscopic instruments except right side rate of turn/ slip skid indicator is electrically powered.
2.	Instrument Air Valve	C	2	1		(O)One may be inoperative for aircraft in which all gyroscopic instruments except for the right side rate of turn/slip skid indicator are electrically powered provided: a) The inoperative valve is verified closed and b) Aircraft is not operated in known or forecast icing conditions.
		C	2	1		(O)One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the inoperative valve is verified closed.

Operations Procedures (O)

37-2 (O) Procedure to verify inoperative valve is in the closed position.

Acceptable Procedure:

- a) With both engines running place both bleed air switches in the INST & ENVIR OFF position.
- b) Instrument pneumatic pressure gauge should read zero pressure.
- c) Return the bleed air switch on the operative side to the OPEN position.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

38 WATER/WASTE					
1. Potable Water System	C	-	-	-	NOT INSTALLED.
2. Lavatory Waste Systems.	C	-	-	-	NOT INSTALLED.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS			
52 DOORS			
1. Forward Cabin Door Warning Light	C	1	0
May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.			
2. Aft Cabin Door Warning Light (Cabin/Cargo)	C	1	0
May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.			
3. Air Stair Door Lock Observe Light(s) System	C	1	0
May be inoperative provided a flashlight is used by a crewmember to inspect the locking mechanism prior to each departure.			



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
52 DOORS			
4. Nose Baggage Compartment Door Warning Light System	C	1	0 (M)(O)May be inoperative provided: a) The locking mechanism is inspected for proper operations, and b) A flight crewmember confirms by visual inspection that the compartment is empty and that all baggage door latches and fasteners are secured prior to each departure.
5. Entrance Door Snubber	C	1	1 (O) See procedure 52-5

Maintenance & Operation Procedure (M) & (O)

52-4 (M) & (O) Procedure to inspect door latching mechanism.

Acceptable procedure

- a) Close the door from the inside and confirm that the door latch is closed and cannot open without pressing the release button.
- b) Confirm that all align marks are in line six (6) of them.
- c) Confirm by checking that the center lock on the center of the stair case is in the locked position.

52-5 (O) Procedure to manually lower the Main cabin Door in such a manner as to prevent personal injury and aircraft damage.

Acceptable procedure:

- a) Entry to be made in aircraft technical log informing flight crew of the need to exercise extreme caution when opening airstair and to maintain hold of the airstair cable whilst lowering the door.
- b) Placard to be installed on the inside and outside of the door close to the door handle which states, "DOOR SNUBBER REMOVED. OPEN DOOR WITH EXTREME CAUTION. DO NOT ALLOW DOOR TO FREEFALL.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS					
1.	Propeller Synchrophaser/ Synchronizer System	C	1	0		
2.	Propeller Synchroscope	C	1	0		



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH

79 ENGINE OIL			4. REMARKS OR EXCEPTIONS
1. Oil Low Pressure Warning Lights	C	2	1 One may be inoperative provided: a) Corresponding oil pressure and oil temperature gauges are operative, and monitored and b) Light will not be illuminated for flight.



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