

TransNorthern

Limited Liability Company

4510 Old International Airport Road

Anchorage, Alaska 99502

Email: MEL@TransNorthern.com

MINIMUM EQUIPMENT LIST

Beechcraft 99 Airliner
Series Aircraft

Applicable to
N39TN

APPROVED FAA-AAL-FSDO-03		OPERATOR ACCEPTANCE	
See Control Page	11/22/11	Alan G. Larson	11/22/11
Aviation Safety Inspector	Date	Operator	Date

This MEL has been compiled from, and is no less restrictive than, the Master Minimum Equipment List, Revision 8, dated 3/23/2011, provided by the FAA.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Anchorage Flight Standards District Office
Alaskan Region

300 West 36th, Suite 101
Anchorage, AK 99503

Phone: (907) 271-2000
Fax: (907) 271-4777
1-800-294-5116

November 22, 2011

TransNorthern, LLC
Alan G. Larson – Operations Manager
4510 Old International Airport Road
Anchorage, AK 99502

Dear Mr. Larson:

This letter is to inform you that Revision 8 to the BE-99, N39TN, Minimum Equipment List is approved.

Control Pages III and IV have been stamped approved and signed and dated by me. They are enclosed.

Operations Specification D095 has been amended to include BE-99, N39TN. It is sitting in the workspace of WebOPSS awaiting your digital signature.

If you have any questions or concerns on this or any other matter, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Stewart".

Stephen J. Stewart
Principal Operations Inspector

AIRCRAFT:
BEEHCRAFT 99 S/N U2

REVISION NO: 5
DATE: 06/18/2011

PAGE NO:
I

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Control Page			

Control Pages
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SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	FIVE	06/18/11
Table of Contents	I	FIVE	06/18/11
Log of Revisions	II	FIVE	06/18/11
Control Page	III	FIVE	06/18/11
Highlights of Change	IV	FIVE	06/18/11
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Preamble (From MMEL)	XI	FAA2	06/14/89
	XII	FAA2	06/14/89
Company Procedures	XIII	FIVE	06/18/11
	XIV	FIVE	06/18/11
21	21-1	FIVE	06/18/11
	21-2	FIVE	06/18/11
	21-3	FIVE	06/18/11
22	22-1	FIVE	06/18/11
23	23-1	FIVE	06/18/11
	23-2	FIVE	06/18/11
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	23-4	FIVE	06/18/11
24	24-1	FIVE	06/18/11
25	25-1	FIVE	06/18/11
	25-2	FIVE	06/18/11
	25-3	FIVE	06/18/11
	25-4	FIVE	06/18/11
	25-5	FIVE	06/18/11
26	26-1	FIVE	06/18/11
27	27-1	FIVE	06/18/11
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30	30-1	FIVE	06/18/11
	30-2	FIVE	06/18/11
31	31-1	FIVE	06/18/11
	31-2	FIVE	06/18/11
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32	32-1	FIVE	06/18/11
33	33-1	FIVE	06/18/11
	33-2	FIVE	06/18/11
34	34-1	FIVE	06/18/11
	34-2	FIVE	06/18/11
	34-3	FIVE	06/18/11
	34-4	FIVE	06/18/11
	34-5	FIVE	06/18/11
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Approved	
FAA-AAL-FSDO-03	
Date	Signature
11/22/2011	

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Control Page		

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33	36-1	FIVE	06/18/11
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46	46-1	FIVE	06/18/11
52	52-1	FIVE	06/18/11
61	61-1	FIVE	06/18/11
73	73-1	FIVE	06/18/11
77	77-1	FIVE	06/18/11
79	79-1	FIVE	06/18/11
82	82-1	FIVE	06/18/11

This MEL has been compiled from, and is no less restrictive than, the Master Minimum Equipment List, Revision 8, dated 3/23/2011, provided by the FAA.

APPROVED FAA-AAL-FSDO-03	OPERATOR ACCEPTANCE
<i>Reference Acceptance Letter page 2 this document</i>	
_____ Aviation Safety Inspector Date	_____ Operator Date

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HIGHLIGHTS OF CHANGES		

Highlights of Change

- Change #1 = Added relief for Auto Pilot Installation.
- Change #2 = Changed to Fleet MEL for SN U28 and U 49
- Change #3 = Removed SN U28, Add SN U2, Add TAWS Class B
- Change #4 = Removed S/N U49, Update to MMEL Rev 7
- Change #5 = Revised to MMEL Rev 8

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DEFINITIONS		

Definitions

1. System Definitions. System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.
 - a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. **Repair interval categories (A, B, C, and D) are listed on right side of column Repair intervals are described in definition 22.**
 - b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
 - 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.
 - 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/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.
4. Placard. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Placard wording and location is specified in the "Company Procedures" section of the MEL.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
7. "Flight Day" means a 24 hour period (from midnight to midnight) local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft, propellers or engine intake systems.
9. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. "Inoperative" means a system and/or component malfunctions 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).
11. "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.
12. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. This MEL will include specific maintenance procedures in Column 4.
14. "(O)" symbol indicates an 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. This MEL will include specific operations procedures in Column 4.

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15. "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 specific operations procedures in Column 4 OR in an attached Procedures Manual (Appendix) for the MEL.
16. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. "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.
18. "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.
19. "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.
20. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the approved MEL.

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

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

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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. The letter designators are inserted adjacent to Column 2.

The operator has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

21. Administrative control item" means an item listed in the MEL for tracking and informational purposes.
22. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.
23. "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."
24. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: placarding, and complying with all remarks, exceptions.
25. "Is not used" in the provisos, remarks or exceptions of the MEL item may specify that another item relieved in the MEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.
26. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original **type** certification, supplemental type certificate, **or other form of alteration** that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be

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installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

27. GPU – Ground Power Unit.

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PREAMBLE		

Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR 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 FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items or 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. 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 FAR 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.

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 FAR. 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.

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PREAMBLE		

Preamble (Cont'd)

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

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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COMPANY PROCEDURES		

COMPANY PROCEDURES

In the metal box for the aircraft is a supply of "Aircraft Flight Log" sheets in the form of a bound volume and a supply of 1/2 X 3/4 inch bright yellow stickers.

The 'Aircraft Flight Log' is utilized to record aircraft discrepancies of any nature. Discrepancies that are not found on the following pages of this MEL prohibit flight until corrected per Company Operations Manual. Discrepancies that are listed on the following pages may be deferred as per specific instructions found herein.

It is imperative that the Pilot is completely familiar with all portions of this document before MELing any discrepancy.

Procedure for MELing an item:

1. Locate the item on the following pages. Enter MEL number on the 'Aircraft Flight Log' and the day the discrepancy was noted. [Example: an inoperable CHT would be recorded in the discrepancy section as "MEL77-4 10/17/98".
2. Note the same information on the 1/2 X 3/4 self-adhesive sticker and place it on or immediately beside the inoperative component of its activating mechanism. - See Below *
3. This MEL has specific Operational and Maintenance procedures outlined in Column 4 if applicable to each individual item.
4. Any item with a "(M)" in the remarks column requires that an appropriately rated mechanic perform the task listed the first time an item is MELeD. . If a MELable discrepancy occurs where no company mechanic is available the pilot must notify the Director of Maintenance or his designee for instructions as how to proceed. The mechanic must sign the Corrective Action Column of the Aircraft Flight Log the first time the item is MELeD. The Pilot may sign off subsequent deferments of the same item until it is repaired or the Repair Interval is expired.
5. The pilot, through the authority of the approved MEL, may enter: "Deferred <Letter designator repair interval>" in the 'Aircraft Flight Log' "Corrective Action" column and continue operation of the Aircraft after any "M" items have been accomplished by an appropriately rated mechanic until expiration of the Repair Interval.
6. The pilot must assure that the TNA Director of Maintenance or his designee is made aware of the discrepancy at the earliest opportunity. Personal verbal notification is required... not a note or memo.
7. Any items deferred by MEL must be carried forward on each successive Log page until corrected by Maintenance. (Do NOT carry forward the 'Corrective Action' Notation.
8. The pilot is required before flight of an aircraft with uncorrected MEL items to assure that the "Repair Interval" as indicated by the Letter Designator of the MEL item has not been past. In the case of MEL items with in the "Repair Interval" the Pilot may enter "Deferred <Letter designator repair interval>" and continue operation of the aircraft. If the "Repair Interval" is past or the flight will cause the "Repair Interval" to be passed; the flight may not be dispatched until the item is corrected and appropriate signoff entered on the 'Aircraft Flight Log' page.

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COMPANY PROCEDURES		

MEL Management Program

At the termination of each flight during which a discrepancy is noted it must be (1) recorded on the Aircraft Flight Log Form and (2) the Director of Maintenance must be verbally notified via telephone or face to face. If the item can be MELed the Director of Maintenance (or his designee) must complete a "MELed Item Tracking Record" form. This form will be maintained on a clipboard on the Director of Maintenance's desk until the item has been replaced or repaired. The Director of Maintenance shall daily note the status of any uncorrected MELed items so as to assure timely scheduling of Maintenance or arrival of parts. If, For some unavoidable reason, the repair or replacement cannot be accomplished within the designated time interval by the approved MEL the Director of Maintenance may contact the FAA Principal Maintenance Inspector and requests an extension. This typically is accomplished by the Director of Maintenance submitting a FAX letter including the Item, Date of Discrepancy, and Reason for request of time extension to the Principal Maintenance Inspector and receiving a return copy via FAX with a signed note of Approval and Length of time extension from the Principal Maintenance Inspector.

Note: Pilots are not permitted to terminate a duty day if any discrepancies are "open" on a flight log without verbal notification of one of the following (in order of preference): The Director of Maintenance, The Director of Operations, The Chief Pilot or the General Manager.

Previously MELed items shall be discussed at quarterly CASP meetings.

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AIRCRAFT: BEECHCRAFT MODEL 99 SERIES		REVISION NO: 5 DATE: 06/18/2011	PAGE NO: 21-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING					
01-00	Heater					
01-01	Combustion (Except C-99)	C	1	0	(O) Pilot will advise occupants to dress Appropriately for expected OAT (M) A mechanic must secure the heater breaker in the OFF position and inspect the Fuel System to assure that no leaks exist. OR Bleed Air Heat must be operational	
01-02	Bleed Air Heat (C-99 Only)	C	0	0		
01-03	Auxiliary Bleed Air Heat System	C	1	0	(O) May be inoperative provided: a) Operating conditions are acceptable without Aux Bleed Air Heat, and b) Left Engine Bleed Air Shutoff Valve remains OFF and closed.	
02-00	Forward Ventilation Blower	C	1	0	May be inoperative provided: a) Combustion Heater is not operated on the ground, b) Combustion Heater is turned OFF prior to landing, c) Electric Heater is not operated, and d) Windshield Defrost Air is not required.	
02-01	Adjustable Ceiling Outlets (Eyeball)	C	-	0		
03-00	Aft Ventilation Blower	C	0	0		
04-00	Automatic Temperature Control	C	1	0	May be inoperative provided Manual Temperature Control is operative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING				
05-00	Manual Temperature Control	C	1	0	May be inoperative provided Automatic Temperature Control is operative.
		C	1	0	May be inoperative provided: a) Heater is considered inoperative, and b) Item 21-1, Heater, is complied with.
06-00	Air Conditioning System	C	0	0	
07-00	Windshield Defrost	C	1	0	May be inoperative provided one of the following is operative: a) Ventilation Blower, b) Windshield Heat (Electric), c) Bleed Air Heat and Ventilation Blower, d) Electric Heater and Ventilation Blower, or e) Combustion Heat and Ventilation Blower
08-00	Duct Over Temperature Annunciator (C-99 Only)	C	0	0	Not installed
09-00 ***	Electric Heater	C	0	0	Not Installed
10-00 ***	Auxiliary Bleed Air Heat System				MOVED TO ITEM 21-1, REVISION 7.
11-00	Ram Air Vent (C-99 Only)	C	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
12-00 Bleed Air Fail Annunciator Lights (Fails To Illuminate) (C-99 Only)	C	0	0		
13-00 Environmental Bleed Air Shutoff Valve(s) (C-99 Only)	C	0	0		
14-00 Cabin Air Temperature Indicator	C	1	0		

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	4. REMARKS AND EXCEPTIONS				
22	AUTOFLIGHT				
01-00	Autopilot System	C	1	0	(M) May be inoperative provided: a) Autopilot System is deactivated, and b) Operations do not require its use.
		C	1	1	One may be inoperative provided approach procedures do not require dual Autopilot operation.
01-01	Autopilot Modes	C	3	2	(M)(O) Individual Autopilot Modes may be inoperative provided: a) Operations do not require use of the affected Mode(s), b) Remaining Modes are capable of maintaining a constant altitude and direction, and c) Autopilot is not used for any segment of an approach.
01-02	Autopilot Disconnect (AP/YD & TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		C	2	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch Trim Disc. function remains operative.
02-00	Yaw Damper	C	1	0	(M) May be inoperative provided system is deactivated.

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	4. REMARKS AND EXCEPTIONS		

23	COMMUNICATIONS				
01-00	Passenger Address System				
01-01	Passenger Configuration	C	0	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Before each takeoff all passengers must be briefed to keep their seat belts fastened at all times while the aircraft is in motion and that no smoking is permitted at any time in the aircraft.
01-02	Cargo Configuration	D	0	0	May be inoperative provided procedures do not require its use.
02-00	Communications Equipment (VHF, UHF)	C	3	2	One may be inoperative
		D	3	1	2 may be inoperative provided that the aircraft is not operated in IMC.
		D	3	0	All may be inoperative provided: a. The aircraft is not operated in Class E Airspace below basic VFR weather conditions b. The aircraft is not operated in Class A, B, C or D airspace. c. The aircraft is not operated in Class E airspace at night or VFR over-the-top.
03-00	Cockpit Speakers	C	2	1	One may be inoperative provided an operative Headset is available for use.
		C	2	0	May be inoperative provided two operative Headsets are available for use.
04-00	Audio Amplifier	C	1	0	May be inoperative provided: a) Two operative Headsets are available for use, and b) Aural warnings are operative and audible.

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				4. REMARKS AND EXCEPTIONS		
23	COMMUNICATIONS					
05-00	Static Discharge Wicks	C	11	9	No more than One Wick may be damaged or missing from each Control Surface and/or structural area provided one remains serviceable for each Control Surface and/or area and no more than two total Static Wicks are missing from the airplane.	
06-00	Cockpit Voice Recorder (CVR) (With Flight Data Recorder)	A	0	0		
		D	0	0		
	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder)	A	1	0	May be inoperative provided repairs are made within three flight days.	
		D	1	0	May be inoperative provided the aircraft is configured for 5 or less passenger seats or when no Second in command is required.	
	Cockpit Voice Recorder (CVR) (Non-Certificated Operator)	A	0	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
07-00	Boom Microphones COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED		0			
07-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	0	0	a) .	

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		4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS					
07-02	Cockpit Voice recorder Not Equipped To Record Boom Microphone	D	0	0	
07-00	Boom Microphones (Continued) CVR WITHOUT FDR INSTALLED.				
07-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	1	0	May be inoperative provided repairs are made within three flight days.
07-02	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	0	0	
08-00	High Frequency (HF) Communication System	D	0	0	
09-00 ***	Ground Communications Power System	D	0	0	
10-00 ***	Crew Intercom System	C	1	0	May be inoperative provided operations do not require a SIC pilot.

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	4. REMARKS AND EXCEPTIONS		

23 COMMUNICATIONS					
11-00	Push to Talk Switch	C	2	1	One may be inoperative provided: a) Hand Held Microphone on affected side is operative. b) Aircraft is operated with a SIC.
		C	2	1	Right side may be inoperative provided: a) Hand held mic is operative, and b) Flying pilot has operative mic at pilot station.
		C	2	0	May be inoperative provided: a) Both pilot stations have operative hand held mic. b) Aircraft is operated with a SIC.
12-00	Hand Held Microphone	C	2	1	Right side may be inoperative.
		C	2	1	One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

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	4. REMARKS AND EXCEPTIONS		

24	ELECTRICAL				
01-00	DC Loadmeters				DELETED, REVISION 5.
02-00	Generator Warning Lights	B	2	0	May be inoperative provided both DC Loadmeters are monitored.
03-00	Inverter Warning Light	B	1	0	May be inoperative provided an AC Volt/Frequency Meter is installed and operative.
04-00	Bus Feeder Limiter (60 Amp) (Except C-99)	B	4	3	(M) One Limiter may be open for VFR day operations provided all Bus functions are operating properly. NOTE: For U-80 and after, the Bus Fault Light ON indicates an open Current Limiter.
05-00	Inverter	B	2	1	One may be inoperative for day VMC operations.
06-00	AC Volt/Frequency Meter (C-99 Only)	B	0	0	
07-00	NICAD Battery Temperature Indicator	C	0	0	
08-00	External Power System	C	1	0	(M) May be inoperative provided the system is inspected by a mechanic and found that no fault exists that may affect aircraft airworthiness.
08-01	External Power Annunciator System	C	0	0	

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		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
01-00	Crew Seats				
01-01	Armrest(s)	C	4	0	May be inoperative provided the affected Armrest can be placed in the normal up or down position.
		C	4	0	(M) May be inoperative provided affected armrest is secured in the up position.
01-02	Shoulder Harness	B	2	1	Right side may be inoperative provided seat is not occupied.
01-03	Seat Adjustment	A	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.
02-00	Crew Rudder Pedal Adjustment	A	4	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated rudder pedal is locked in a symmetrical position that allows full rudder pedal movement, b) Position of the rudder is acceptable to the flight crew, c) Associated Crew Seat Adjustment must be operative, and d) Repairs are made within one flight day.

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25	EQUIPMENT/ FURNISHINGS				
03-00	Passenger Seat(s)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>
03-01	Recline Mechanism	C	0	-	<p>May be inoperative and Seat occupied provided Seat is secure in the upright position.</p>
03-02	Under seat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar. <p style="text-align: center;">(Continued)</p>

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	4. REMARKS AND EXCEPTIONS		

25	EQUIPMENT/ FURNISHINGS				
03-00	Passenger Seat (Continued)				
03-03	Armrest	C	0	-	
04-00	Flotation Equipment	D	-	-	Any in excess of those required by FAR may be missing provided required distribution is maintained.
05-00	Emergency Locator Transmitter (ELT)	C	1	0	May be inoperative for: a. Scheduled flight sy scheduled air carriers. b. Training operations conducted within 50 miles from the departure airport. c. When the aircraft is equipped to carry not more than ONE person. d. When the ELT is removed for repair inspection or modification of up to 90 days. Maintenance log entry per 91.207 (f) (i) is required. IF the ELT is removed a placard must be affixed in clear view of the pilot stating "ELT NOT INSTALLED"
05-01	Remote Switch	C	1	0	(M) May be inoperative provided: a) Remote Switch is disconnected from the ELT, and b) ELT Switch is placed in the ARMED position.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
06-00 Non-Essential Equipment & Furnishings (NEF)		0	0	None
07-00 Emergency Medical Equipment				Passenger Convenience Items deleted Revision 8.
07-01 Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	0	0	
07-02 Emergency Medical *** Kit (EMK) and/or Associated Equipment	D	0	0	
07-03 First Aid Kit (FAK) and/or Associated Equipment	D	0	0	

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		4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS					
08-00	"Fasten Seat Belt While Seated" Sign Or Placard	C	1	-		One or more Signs may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.
09-00	Galley Storage Compartment(s)	C	0	-		
10-00	Cargo Restraint Systems	C	1	-		(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. Approved Cargo Loading Manual or Weight and Balance Manual are observed.
		C	-	-		May be inoperative or missing provided affected cargo section remains empty.
11-00	Flashlight	C	1	0		May be inoperative for DAY VFR operations.
11-01	Flashlight Holder	C	0	0		May be damaged or inoperative provided affected flashlight remains readily available to crewmember while seated.
12-00	Cockpit Sun Visors	C	2	0		May be inoperative or missing provided there are no visual restrictions to the flight crew.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

26	FIRE PROTECTION				
01-00	Portable Fire Extinguisher	D	1	0	May be inoperative for all cargo Operations provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit.
			1	1	ONE fire extinguisher of an approved type must be provided on the flight deck for passenger carrying operations IAW FAR 135.155
02-00	Engine Fire Extinguisher Systems	C	0	0	

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	4. REMARKS AND EXCEPTIONS				
27	FLIGHT CONTROLS				
01-00	Trim Position Indicators (Rudder And Aileron)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operations, b) Tab operation is unaffected, and c) Tab is positioned at neutral prior to each departure and neutral position is verified by visual inspection.
02-00	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, b) Flaps are visually checked full up or for proper setting prior to each departure, and c) Flaps stop in Approach Position when position switch placed in Approach Detent.
03-00	Flap System	C	1	0	May be inoperative provided: a) Flaps remain in the full up position, b) Flaps 0% performance data is available in the AFM for takeoff and landing, and c) Landing Gear Warning Silence button is not used to silence the landing gear warning in flight.

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27	FLIGHT CONTROLS				
04-00	Horizontal Stabilizer Pitch Trim Indicator	B	1	0	(O) May be inoperative provided: a) Main and Standby Pitch Trim Systems verified operative prior to flight, b) "Trim In Motion" Audio verified operative prior to flight, c) "Out Of Trim" Warning System is verified operative prior to flight, and d) Stabilizer position is visually verified to be in the takeoff range prior to flight.

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		4. REMARKS AND EXCEPTIONS			

28	FUEL				
01-00	Fuel Boost Pumps				
01-01	Primary/Secondary Fuel Pumps (Except C-99)	C	4	2	One Primary or one Secondary Pump may be inoperative on each side. NOTE: Comply with AFM Limitations.
01-02	Standby Fuel Pumps (C-99 Only)	B	0	0	
02-00	Fuel Transfer Jet Pumps	C	2	0	May be inoperative provided: a) All Fuel Boost Pumps are operative, and b) Fuel planning includes 28 gallons of unusable fuel on affected side Fuel System.
03-00	Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) The aircraft fuel tanks must be filled (either full nacelles OR full mains and nacelles) prior to each trip AND the pilot manually tracks fuel burn to assure adequate reserve fuel remains in the tank at the completion of each flight AND b) Both Fuel Flow Indicators are operative and monitored, AND c) Both NAC NOT FULL Annunciators are operative.

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28	FUEL					
04-00	NAC NOT FULL Annunciator (C-99 Only)	C	0	0		
	(Except C-99)	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Fuel Quantity Indicator is operative on the affected side, b) Affected side Primary and Secondary Fuel Boost Pumps are operative and selected ON for flight, and c) Fuel Quantity Indicator is selected to NACELLE and monitored during flight. 	
05-00	NO MTV FLOW Annunciator Light (C-99 Only)	C	0	0		

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	4. REMARKS AND EXCEPTIONS			

28	FUEL				
06-00	FUEL CROSSFEED Annunciator	C	1	0	May be inoperative provided: a) AFM procedure is accomplished to confirm proper crossfeed operation is completed prior to starting engines, b) Both Fuel Pressure Low Annunciators are operative.
07-00	Fuel Pressure Low Annunciators				
07-01	FUEL PRESSURE Annunciator (Except C-99)	C	2	1	(O) One may be inoperative provided: a) The Primary and Secondary Fuel Boost Pumps for affected side are verified operative prior to flight, b) The Primary and Secondary Fuel Boost Pumps are both selected ON for flight, and c) Affected side Fuel Quantity Indicator is operative.
07-02	FUEL PRESS Annunciator (C-99 Only)	B	0	0	

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30	ICE & RAIN PROTECTION				
01-00	Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
02-00	Windshield Heater	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
		C	2	1	Right side may be inoperative for operations not requiring a Second In Command.
03-00	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.
		C	2	0	(M) May be inoperative provided the affected windshield has an effective Hydrophobic coating.
03-01	PARK Mode	C	1	0	May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view.
03-02	SLOW Mode	C	1	0	May be inoperative provided the FAST mode is operative.
04-00	Pitot Heaters	B	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) IFR passenger carrying operations are not conducted.
		B	2	1	Right side may be inoperative for single pilot operations.

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30	ICE & RAIN PROTECTION				
05-00	Engine Lip Boot Heat	C	2	0	May be inoperative provided the aircraft is not operated in visible moisture at temperatures less than 5 degrees Centigrade.
06-00	Propeller Deicing Systems (Automatic)	C	2	0	May be inoperative provided Manual Propeller Deice System is operative.
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
07-00	Propeller Deice Systems (Manual)	C	2	0	May be inoperative provided Automatic Propeller Deice System is operative.
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
08-00	Stall Warning/Angle Of Attack Mounting Plate And Vane Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
09-00	Brake Deice System	C	0	0	(M) May be inoperative provided shutoff valves are in the closed position.
10-00	Propeller/Inlet Deicer Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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	4. REMARKS AND EXCEPTIONS				

31	INDICATING/ RECORDING SYSTEMS				
01-00	Clock With Sweep Second Hand Or Digital Clock	C	2	0	May be inoperative for VFR operations.
		C	2	1	One may be inoperative provided remaining Clock is visible to required flight crewmember(s).
02-00	Flight Hour Recorder	C	1	0	(O) Company pilots record actual flight and Block times during all flight operations. Flight Hour Recorder is utilized as a backup system only.
03-00	Combustion Heater Hour Meter	C	1	0	(O) Pilot may record actual time of Heater operation of the Flight Log Form OR make a notation that the combustion heater was NOT operated during the flight
					NOTE: Company Procedure is to utilize <u>Aircraft Operational Time</u> for calculating overhaul or replacement times for Heater components IAW with Chapter 05-10-00 of the Beechcraft 99 Maintenance Manual <u>therefore a Combustion Heater Hour Meter is not utilized on this aircraft.</u>
04-00	Flight Data Recorder (FDR) System	C	0	-	

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	4. REMARKS AND EXCEPTIONS		

31	INDICATING/ RECORDING SYSTEMS				
04-00	Flight Data Recorder (FDR) System (Continued)				
	FDR Recording Parameters Required By FAR	A	0	0	
	FDR Recording Parameters Not Required By FAR	A	0	0	
	Flight Data Recorder (FDR) System (Non- Holder Of Air Carrier Or Commercial Operator Certificate)	C	0	-	
		A	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/ RECORDING SYSTEMS				
05-00 Unassigned(---) Annunciators	D	1	0	Not Installed
06-00 Master Caution Annunciator (C-99 Only)	C	0	0	
07-00 Master Warning Annunciator (C-99 Only)	A	0	0	
08-00 Fault Master Annunciator (Except C-99)	A	2	1	One may be inoperative provided: a) Left side is operative for single pilot operations, and b) Repairs are made within one flight day.

TRANSNORTHERNAVIATION

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

32	LANDING GEAR				
01-00	Landing Gear Position Indicating Lights	B	3	2	(O) One may be inoperative provided the gear handle lights are operative and the Gear Handle lights must be ON during transition and OFF for Landing.
02-00	Gear Handle Lights	B	2	1	May be inoperative provided: <ul style="list-style-type: none"> a. Warning horn is not muted, b. Landing Gear Position Indicating Lights are operative. c. VLE is not exceeded.
03-00	Nose Steering Disconnect Actuator	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) It is inspected by a mechanic and secured in the Steering Disconnect position prior to flight by: <ol style="list-style-type: none"> 1. Secure circuit breaker in the OFF position. 2. Disconnect AFT nose gear doors. 3. Inspect Actuator to assure that it is in the DISCONNECT position. 4. Reconnect AFT nose gear doors: REF: Chapter 32-50 of the MM Note: Do not disconnect nose steering rods. <ul style="list-style-type: none"> b) Aircraft is not operated on contaminated surfaces, and c) Landing is limited to 25 knots crosswind or less.
04-00	Parking Brake	C	1	0	(O) If there is any possibility that the aircraft may roll the PIC must assure that the aircraft is properly chocked whenever there is no qualified person in the cockpit.
05-00	Hydraulic Fluid Low Annunciator Light	C	1	0	May be inoperative provided Hydraulic Reservoir is visually checked for required fluid level prior to each departure.
06-00	Landing Gear Control Downlock Solenoid	C	1	0	(O) May be inoperative provided the Landing Gear Control Downlock Release button is operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

33	LIGHTS				
01-00	Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: 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.
02-00	Cabin Interior	C	-	-	(O) May be inoperative provided PIC determines lighting configuration is adequate for passenger evacuation.
03-00	Passenger Notice System (Fasten Seat Belts No Smoking Sign)	C	1	0	(O) May be inoperative provided PIC gives appropriate verbal briefings to passengers before departure.
04-00	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
05-00	Strobe Lights System	C	0	0	None
06-00	Landing Light System	C	2	0	May be inoperative for day operations.
		C	4	2	Any two Bulbs may be inoperative for night operations.
07-00	Taxi Light	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			

33 LIGHTS					
08-00	Position Lights	C	3	0	May be inoperative for day operations. May be inoperative provided aircraft is not operated at night in forecast or known icing conditions. NOTE: AD 96-09-13.
09-00	Wing Ice Lights	C	2	0	
10-00	Tail Flood Lights	C	2	0	
11-00	Baggage Pod Light(s)	D	0	0	
12-00	Nose Baggage Light(s)	D	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
01-00	Mechanical Gyroscopic Rate Of Turn/Slip Skid Indicator	B	2	1	May be inoperative on right side provided SIC pilot is not required.
		B	2	0	May be inoperative provided: a) IFR operations are not conducted, and b) Passengers are not carried VFR over-the-top or at night.
		C	2	0	May be inoperative provided: a) Aircraft is equipped with operative EFIS system that provides Rate of Turn indication, and b) Standby Attitude Indicator is installed and operative.
02-00	Mechanical Vertical Speed Indicators	B	2	1	May be inoperative on right side.
		B	2	0	May be inoperative provided IFR passenger carrying operations are not conducted.
		C	2	0	May be inoperative provided: a) Aircraft is equipped with operative EFIS system that provides Vertical Speed indication, and b) Standby Attitude, Airspeed and Altitude instruments are operative.
03-00	Flight Director	C	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

34	NAVIGATION				
04-00	Radar Altimeter	C	0	0	
05-00	Weather Radar/ Thunderstorm Detection Equipment	C	0	0	
05-01	Radar Antenna Stabilization	C	0	0	
05-02	Windshear Detection and Avoidance System (Predictive)	C	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
06-00	ATC Transponders And Automatic Altitude Reporting Systems	C	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
06-01	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	0	0	
06-02	ADS-B Squitter Transmissions	A	0	0	
06-03	Altitude Encoder	C	1	0	May be inoperative provided: a) Enroute operations do not require transponder use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
07-00	Marker Beacon				MOVED to Item 08-01-02, Revision 8.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
08-00 Navigation Equipment				
08-01 VOR/ILS System	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
	C	2	0	May be inoperative provided: a) Not required be 14 CFR, and b) Operations do not require its use.
-01 Glide Slope	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
-02 Marker Beacon	C	1	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.
(Continued)				

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
08-00	Navigation Equipment (Continued)				
08-02	Area Navigation (GPS)	C	2	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use May be inoperative.
		C	1	1	
-01	Navigation Databases	C	2	1	(O) May be out of currency provided: a) Current Aeronautical charts are used to verify Navigation Fixes prior to each departure, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation radios are manually tuned and identified, and d) RNAV departures, RNAV arrivals, instrument approaches and published RNAV routes based on RNAV guidance are not used.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY
	2. NUMBER INSTALLED
	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
08-00	Navigation Equipment (Continued)				
08-03	Distance Measuring Equipment (DME)	C	1	0	May be inoperative provided a suitable operative RNAV system is available.
		C	1	0	May be inoperative provided operations do not require its use.
08-04	Automatic Direction Finder (ADF)	D	1	0	May be inoperative provided operations do not require its use.
08-05	Radio Magnetic Indicator (RMI)	D	0	-	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
09-00	Altitude Alerter System	C	0	0	
09-01	Aural Alert	C	0	0	
09-02	Visual Alert	C	0	0	
10-00	Angle Of Attack/Speed Control Indicator	C	0	0	
11-00	Nonstabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro, AHRS or Inertial Reference stabilized compass systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two gyro, AHRS or Inertial Reference stabilized compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
12-00	Traffic Alert	B	0	0	
***	Collision Avoidance System (TCAS I)	C	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
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34	NAVIGATION			
13-00	Traffic Alert Collision Avoidance System (TCAS II)	B	0	0
		C	0	0
13-01	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display	C	0	1
13-02	Resolution Advisory (RA) Display System(s)	C	0	1
		C	0	0
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

34	NAVIGATION				
13-00	Traffic Alert Collision Avoidance System (TCAS II) (Continued)				
13-03	TA Display System(s)	C	0	0	
13-04	Audio Functions	B	0	0	
13-05 ***	Airspace Selection Function	C		0	
14-00	Traffic Information Service (TIS)	D		0	
15-00	Flight Instruments (Basic T Instruments)				
15-01	Mechanical Airspeed Indicators	B	2	1	May be inoperative on the right side provided a SIC pilot is not required.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
15-00	Flight Instruments (Basic T Instruments) (Continued)				
15-02	Mechanical Gyroscopic Bank And Pitch Indicators (Attitude)	B	2	1	May be inoperative on right side provided: <ul style="list-style-type: none"> a) Aircraft not operated with a SIC pilot, b) Two independent power sources are available to drive the left side Attitude Indicator, and c) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side.
		B	1	0	May be inoperative on right side provided: <ul style="list-style-type: none"> a) Aircraft not operated with a SIC pilot, and b) Aircraft has an operative standby attitude indicator.
		B	1	0	May be inoperative on right side provided aircraft is operated VFR only.
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
15-00	Flight Instruments (Basic T Instruments) (Continued)				
15-03	Mechanical Gyroscopic Direction Indicators	B	2	1	May be inoperative on right side provided: <ul style="list-style-type: none"> a) Aircraft is not operated with a SIC, b) Magnetic Compass is operative, and c) Two independent power sources are available to drive the left Heading Indicator.
		B	1	0	May be inoperative on right side provided: <ul style="list-style-type: none"> a) Aircraft is not operated with a SIC, b) Magnetic Compass is operative, and c) Aircraft has operative approved standby instruments for attitude, altitude and airspeed.
		B	1	0	May be inoperative on right side provided: <ul style="list-style-type: none"> a) Aircraft not operated with a SIC, b) Magnetic Compass is operative, and c) Aircraft is operated VFR.
15-04	Mechanical Altimeter, Barometric Pressure Adjustable	B	2	1	May be inoperative on right side provided Aircraft is not operated with a SIC pilot.

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	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
34	NAVIGATION					
16-00	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A Or B TAWS Required By FAR)	A	1	0	(O) The pilot in command assumes sole responsibility for navigation safety throughout the course of the flight. This includes close attention to the aircraft flight instruments to monitor altitude above terrain and climb and decent rates during terminal operations.	
	(Class C TAWS) Or (GPWS Not Required By FAR)	D	0	0		
16-01	GPWS (FAR Required)					
-01	Modes 1-4 (Class A TAWS Required By FAR)	A	0	0		
	Modes 1 & 3 (Class B TAWS Required By FAR)	A	0	0		
(Continued)						

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34	NAVIAGTION				
16-00	TAWS/GPWS (Continued)				
16-01	GPWS (FAR Required) (Continued)				
-02	Test Mode	A	0	0	
-03	Glideslope Deviation (Mode 5) (Class A TAWS Required By FAR)	C	0	0	
		B	0	0	
***	Modes 2, 4 & 5 (Class B TAWS Required By FAR)	C	0	0	
-04	Advisory Callouts	B	0	0	
		C	0	0	
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

34	NAVIGATION				
16-00	TAWS/GPWS (Continued)				
16-01	GPWS (FAR Required) (Continued)				
-05 ***	Windshear Mode (Reactive) (Class A TAWS Required By FAR)	B	0	0	
	(Class A TAWS Required By FAR)	C	0	0	
	(Class B TAWS Required By FAR)	C	0	0	
16-02	Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B		0	
(Continued)					

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
16-00 TAWS/GPWS (Continued)				
16-03 Terrain Display(s) (Class A TAWS Required By FAR)	C	0	1	
	B	-	0	
(Class B TAWS Required By FAR)	C	1	0	May be inoperative
16-04 Runway *** Awareness & Advisory System (RAAS)	C	0	0	
17-00 Standby Attitude Indicator	C	0	0	

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				4. REMARKS AND EXCEPTIONS	
35 OXYGEN					
35-01 Oxygen System (Except C-99)	C	0	-		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
36	PNEUMATIC				
36-01	Bleed Air Shutoff Instrument Air (C- 99 Only)	C	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS		
37	VACUUM/PRESSURE					
01-00	Pneumatic Pressure Gauge (Deice)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

46	INFORMATION SYSTEMS				
01-00	Electronic Flight Bag System (EFB)	C	0	0	
01-01	Power Connection (Class 1 & 2)	C	0	0	
01-02 ***	Mounting Device (Class 2)	C	0	0	
01-03 ***	Data Connectivity (Class 2)	C	0	0	
02-00 ***	XM Satellite Weather System	D	0	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
01-00 Cabin Door Warning	C	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) Passengers remain seated with Seatbelts fastened for the entire flight.
02-00 Baggage Pod Door Warning Light	C	1	0	May be inoperative provided: a) All door latches are operative, and b) A flight crewmember confirms by visual inspection that the pod door is latched prior to each departure.
03-00 Cockpit Hatch Handle	B	0	0	

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	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
61	PROPELLERS					
01-00	Propeller Synchronizer/Synchrophaser System	C	0	0		
02-00	Reverse Not Ready/Do-Not-Reverse Light	C	1	0	(O) May be inoperative provided propeller levers are in high RPM position for reversing. Pilot must physically place the propellers in the full forward position immediately upon landing.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73	ENGINE FUEL AND CONTROL				
01-00	Fuel Flow Indicators	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative and monitored.
02-00	Fuel Totalizer	C	0		

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
77	ENGINE INDICATING				
01-00	Tachometer Indicators (Propeller RPM)				DELETED, REVISION 3.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
79	ENGINE OIL					
01-00	Oil Low Pressure Warning Lights (Except C-99)	B	2	1	One may be inoperative.	

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MINIMUM EQUIPMENT LIST

AIRCRAFT: BEECHCRAFT 99 S/N U2		REVISION NO: 5 DATE: 06/18/2011			PAGE NO: 82-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
82	WATER INJECTION					
01-00	Water Injection System	C	0	0		