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Date: 08/22/2011

PIONEER BUSINESS SERVICES LLC d/b/a
MILLBROOK AVIATION

N823EF

SERIAL NUMBER TH-1986

MMEL Rev 6

BEECHCRAFT MODEL BE-58

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO.
I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II, III
--	Control Page	IV, V
--	Highlights of Change	VI, VII
--	Definitions	VIII THRU XII
--	Preamble	XIII, XIV
--	Guidelines for (O) & (M) Procedures	XV, XVI, XVII
21	Air Conditioning	21-1, 2
22	Autopilot	22-1
23	Communications	23-1
24	Electrical	24-1, 2
25	Equipment/Furnishings	25-1, 2, 3
26	Fire Protection	26-1
27	Flight Controls	27-1, 2
28	Fuel	28-1
30	Ice & Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1, 2
34	Navigation	34-1 THRU 6
35	Oxygen	35-1
37	Vacuum	37-1
52	Doors	52-1
61	Propellers	61-1
77	Engine Indicating	77-1
--	Appendix I	A-1 THRU 5

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
II

Log of Revisions

Rev No.	Date	Page Numbers	Initials

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
III

Log of Revisions

Rev No.	Date	Page Numbers	Initials

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
IV

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	0	08/22/2011
Table of Contents	I	0	08/22/2011
Log of Revisions	II	0	08/22/2011
	III	0	08/22/2011
Control Page	IV	0	08/22/2011
	V	0	08/22/2011
Highlights of Change	VI	0	08/22/2011
	VII	0	08/22/2011
Definitions	VIII	0	08/22/2011
	IX	0	08/22/2011
	X	0	08/22/2011
	XI	0	08/22/2011
	XII	0	08/22/2011
Preamble	XIII	0	08/22/2011
	XIV	0	08/22/2011
Guidelines for (O) & (M) Procedures	XV	0	08/22/2011
	XVI	0	08/22/2011
	XVII	0	08/22/2011
21	21-1	0	08/22/2011
	21-2	0	08/22/2011
22	22-1	0	08/22/2011
23	23-1	0	08/22/2011
24	24-1	0	08/22/2011
	24-2	0	08/22/2011
25	25-1	0	08/22/2011
	25-2	0	08/22/2011
	25-3	0	08/22/2011
26	26-1	0	08/22/2011
27	27-1	0	08/22/2011
	27-2	0	08/22/2011
28	28-1	0	08/22/2011
30	30-1	0	08/22/2011
	30-2	0	08/22/2011
31	31-1	0	08/22/2011
32	32-1	0	08/22/2011
33	33-1	0	08/22/2011
	33-2	0	08/22/2011

APPROVED

Date SEP 14 2011

AEA FSDO-25

Signed 

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
V

Control Page

System	Page No.	Rev. No.	Current Date
34	34-1	0	08/22/2011
	34-2	0	08/22/2011
	34-3	0	08/22/2011
	34-4	0	08/22/2011
	34-5	0	08/22/2011
	34-6	0	08/22/2011
35	35-1	0	08/22/2011
37	37-1	0	08/22/2011
52	52-1	0	08/22/2011
61	61-1	0	08/22/2011
77	77-1	0	08/22/2011
Appendix I	A-1	0	08/22/2011
	A-2	0	08/22/2011
	A-3	0	08/22/2011
	A-4	0	08/22/2011
	A-5	0	08/22/2011

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MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO.
VI

HIGHLIGHTS OF CHANGE

--	--

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO.
VII

HIGHLIGHTS OF CHANGE

--	--

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST
MMEL REV 6		
AIRCRAFT: Beechcraft Model 58 N823EF	REVISION NO: 0 DATE: 08/22/11	PAGE NO: VIII
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 1. 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.

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 MMEL revision.**

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. 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.

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST
MMEL REV 6		
AIRCRAFT: Beechcraft Model 58 N823EF	REVISION NO: 0 DATE: 08/22/11	PAGE NO: IX
DEFINITIONS		

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

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST
MMEL REV 6		
AIRCRAFT: Beechcraft Model 58 N823EF	REVISION NO: 0 DATE: 08/22/11	PAGE NO: X
DEFINITIONS		

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

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

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

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

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

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" Deleted see NEF #30.

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

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "calendar days" or "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 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.

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST
MMEL REV 6		
AIRCRAFT: Beechcraft Model 58 N823EF	REVISION NO: 0 DATE: 08/22/11	PAGE NO: XI
DEFINITIONS		

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.

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.

An operator who has the authorization to use an MEL also 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.

23. Electronic fault alerting system – General New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented.

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

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

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE:
XII

DEFINITIONS

. 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 MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "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: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "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.

30. 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 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.

31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST	
MMEL REV 6			
AIRCRAFT: Beechcraft Model 58 N823EF		REVISION NO: 0 DATE: 08/22/11	PAGE NO. XIII
PREAMBLE Effective 08/22/11			

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR 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 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. 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 14 CFR 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.

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST
MMEL REV 6		
AIRCRAFT: Beechcraft Model 58 N823EF	REVISION NO: 0 DATE: 08/22/11	PAGE NO. XIV
PREAMBLE Effective 08/22/11		

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 14 CFR. 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 14 CFR. 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.

MEL Management Procedures can be found in the Millbrook Aviation General Operations Manual, pages I-1 thru I-7.

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(M) Maintenance procedure to deactivate the combustion heater and determine no fuel leaks or electrical faults exist.
21-3	(M) Maintenance procedure to deactivate the cooling system and determine failure will not affect other systems.
21-4	(O) Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
21-5	(O) Operations procedures to configure, flight plan and operate the aircraft unpressurized at appropriate altitudes.
22-1	(M) Maintenance procedure to deactivate the autopilot and ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control.
22-2	(M) Maintenance procedure to deactivate the Yaw Damper and ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control.
23-8	(M) Maintenance procedure to deactivate the affected Integrated Avionics Unit and ensure no fault exists that will have an adverse affect on avionics.
23-9	(O) Operations procedure to ensure SATCOM operates normally, SATCOM coverage is available over the intended route of flight, alternate procedures are established and used and prior coordination with ATC is arranged if INMARSAT codes are not available.
24-3	(O) Operations procedure to verify the associated Alternator and Alternator Out Indicator are operative.
24-4	(O) Operations procedure to verify the associated Alternator and Load Meter are operative.
25-2-1	(M) Maintenance procedure to ensure Seat is secured in the full UPRIGHT position.

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO.
XVI

Guidelines for (O) & (M) Procedures

25-7	(M) Maintenance procedure to ensure cargo is loaded within limits in compliance with a specified an approved source.
27-1	(O) Operations procedure to identify a means to determine affected Trim Tab travel and neutral position.
27-2	(O) Operations procedure to identify a means to determine Flap travel and Flap Takeoff position.
27-4	(M) Maintenance procedure to deactivate Electric Elevator Trim System.
28-1	(O) Operations procedure to determine there s adequate fuel for the intended flight. NOTE: Any use of Fuel Level Sight Gage requires leveling of the aircraft.
31-2	(O) Operations procedure to record flight time.
32-1	(O) Operations procedure to prevent movement of the aircraft when stopped or parked.
34-7-3-a	(O) Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and Approach Navigation Radios are manually tuned and identified.
34-11	(O) Operations procedure to establish alternate means for awareness of approach minimums. (M) Maintenance procedure to deactivate the Radar Altimeter.
34-13	(O) Operations procedure that identifies the required sources of magnetic heading information..
34-14-1	(O) Operations procedure to ensure alternate procedures are established and used for terrain awareness with GPWS inoperative.
34-15	(M) Maintenance procedure to ensure TCAS is deactivated and secured.
34-16	(M) Maintenance procedure to ensure TCAS is deactivated and secured.
34-16-2	(O) Operations procedure to ensure Traffic Alert visual display and audio functions are operative, TA ONLY Mode is selected by the crew and enroute or approach procedures do not require use of the Resolution Advisory Display System.

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO.
XVII

Guidelines for (O) & (M) Procedures

- 34-16-3 (O) Operations procedure to ensure RA visual Display and audio functions are operative and enroute or approach procedures do not require use of the Traffic Alert Display System.
- 37-1 (M) Maintenance procedure to ensure remaining Pump is operating normally and the inoperative Pump does not create a hazard when the engine is operating.
- 61-2 (O) Operations procedure to ensure crew awareness of inoperative unfeathering system with alternate procedures to use for inflight restart.

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

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				
1.	Combustion Heater	C	1	0	<p>(M) May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p>Maintenance Procedure: A qualified maintenance technician will:</p> <ol style="list-style-type: none"> 1. Pull and secure the CABIN HEATER circuit breaker with a tie wrap. 2. Inspect the system to ensure that no fuel leaks or electrical faults exist. 3. Placard the unit inoperative <p><i>(See placard procedure pg A-1)</i></p>
2.	Heater Fan	C	1	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Use of Heater or Windshield Defogging is not required on the ground, b) Heater is turned off prior to landing, c) Heater is not used on the ground, and d) Aircraft is not operated in known or forecast icing conditions. <p><i>(See placard procedure pg A-1)</i></p>
3.	Cooling System	C	1	0	<p>(M) May be inoperative.</p> <p>Maintenance Procedure: A qualified maintenance technician will:</p> <ol style="list-style-type: none"> 1. Pull and secure the AIR COND circuit breaker with a tie wrap 2. Inspect the system to ensure that the failure will not affect any other systems 3. Placard the unit inoperative <p><i>(See placard procedure pg A-1)</i></p>

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		21-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
4.	Cabin Altitude Warning (58P & 58PA Only)	C	0	0	N/A TO THIS AIRCRAFT
		C	0	0	N/A TO THIS AIRCRAFT
5.	Cabin Pressurization System (58P & 58PA Only)	C	0	0	N/A TO THIS AIRCRAFT

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
22-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
1. Autopilot System	C	1	1		Must be operative
	C	1	1		Must be operative
1) Autopilot Disconnect (Yoke Button)	C	1	0		May be inoperative provided: a) Autopilot selector is operative to disengage the Autopilot, b) Autopilot is not used below 1,500 feet AGL, and c) Second level switch trim interrupt function remains operative. (See placard procedure pg A-1)
	C	0	0		N/A TO THIS AIRCRAFT
2. Yaw Damper	C	1	1		Must be operative
	C	1	1		Must be operative
3. Flight Director	C	1	0		May be inoperative provided: a) Approach procedures do not require use of Flight Director, and b) Autopilot is verified operative. (See placard procedure pg A-1)
	C	0	0		N/A TO THIS AIRCRAFT

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
23-11. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

1. Communications
Systems (VHF And
UHF)

D

2

1

Com 2 (GNS-530 #2) may be
inoperative.*(See placard procedure pg A-1)*2. Voice Activated
Interphone System

C

1

0

May be inoperative provided
operations do not require a Second-in-
Command.*(See placard procedure pg A-1)*3. Cockpit Voice
Recorder (CVR)

A

0

0

N/A TO THIS AIRCRAFT

4. Cockpit Speaker
System

C

1

0

May be inoperative provided two
operative Headsets and Headset Plug-
In Jacks are available to the flight crew.*(See placard procedure pg A-1)*5. Ground
Communications
Switch (Except G58)

C

0

0

N/A TO THIS AIRCRAFT

6. Boom Microphones
(includes Headset Mic)

D

2

1

Right side may be inoperative.

(See placard procedure pg A-1)

D

0

0

N/A TO THIS AIRCRAFT

7. Hand Held Microphone

C

1

1

Must be operative

D

0

0

N/A TO THIS AIRCRAFT

8. Integrated Avionics
Unit
(GIA)(G58 Only)

C

0

0

N/A TO THIS AIRCRAFT

9. High Frequency (HF)
Communication
System

D

0

0

N/A TO THIS AIRCRAFT

C

0

0

N/A TO THIS AIRCRAFT

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		24-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL					
1. D.C. Alternator/Generator					DELETED, REVISION 3.
2. Ammeters (Generator System Only) (95 thru 95-B55)	B	0	0		N/A TO THIS AIRCRAFT
3. D.C. Loadmeters (Alternator System Only) (95-B55 thru 58A) (Except G58)	B	2	1		<p>(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Alternator is verified operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Associated Alternator Out Indicator is operative. <p>Operations Procedure: The PIC will:</p> <ul style="list-style-type: none"> 1. Verify that the associated alternator is operative by turning that alternator on, turning the other alternator off, and verifying that there are 28 to 29 volts on the voltmeter. 2. Verify the associated Alternator Out Indicator is operative by pressing the ANNUN TEST switch on the pilot's subpanel. 3. Aircraft will not be operated in known or forecast icing conditions. <p><i>(See placard procedure pg A-1)</i></p>

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		24-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL					
4. D.C. Alternator Out Indicators (95-B55 thru 58A) (Except G58)	B	2	1	(O) One may be inoperative provided: a) Aircraft is operated VMC b) Aircraft is not operated in known or forecast icing conditions, c) Associated Alternator is verified operative, and d) Associated Loadmeter is operative and periodically monitored. Operations Procedure: The PIC will: 1. Verify that the associated alternator is operative by turning that alternator on, turning the other alternator off, and verifying that there are 28 to 29 volts on the voltmeter. 2. Verify that the associated loadmeter is operative by noting the indication while the associated alternator is operating. 3. Monitor the associated loadmeter periodically in flight. (See placard procedure pg A-1)	
5. Alternate/Isolation Battery Bus	B	0	0	N/A TO THIS AIRCRAFT	

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
25-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
1. Cockpit Crewmember Shoulder Harness	B	2	1	Right side may be inoperative provided the seat remains unoccupied. (See placard procedure pg A-1)	
2. Passengers Seat(s)	C	4	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to any Exit, and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". (See placard procedure pg A-1) NOTE: A seat with an inoperative seat Belt is considered inoperative.	
1) Recline Mechanism	C	4	0	May be inoperative and seat occupied provided seat is immobile in the full upright position. (See placard procedure pg A-1)	
	C	0	0	N/A TO THIS AIRCRAFT	
2) Armrest	C	6	0	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to any Exit, and c) For an Armrest with a Recline Mechanism, Seat is secure in the upright position. (See placard procedure pg A-2)	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST				
MMEL REV 6		REVISION NO: 0		PAGE NO:		
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		25-2		
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS						
3. Flotation Equipment	D	0	0	0	N/A TO THIS AIRCRAFT	
4. Emergency Medical Equipment						
1) Automatic External Defibrillator (AED) and/or Associated Equipment	D	0	0	0	N/A TO THIS AIRCRAFT	
2) Emergency Medical Kit (EMK) and/or Associated Equipment	D	0	0	0	N/A TO THIS AIRCRAFT	
3) First Aid Kit (FAK) and/or Associated Equipment	D	1	1	1	Any in excess of one may be incomplete, missing, or inoperative	
5. Emergency Locator Transmitter (ELT)						
1) Survival Type ELTs	D	0	0	0	N/A TO THIS AIRCRAFT	
2) Fixed ELTs	A	1	0	0	May be inoperative or missing provided repairs are made within 90 days. (See placard procedure pg A-2)	
	D	0	0	0	N/A TO THIS AIRCRAFT	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		25-3	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
6.	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with Millbrook Aviation's NEF deferral program. The NEF program, procedures, and processes are outlined in Millbrook Aviation's General Operation's Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
7.	Cargo Restraint Systems	C	0	0	N/A TO THIS AIRCRAFT
		C	1	0	May be inoperative or missing provided Baggage Compartment remains empty.

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		26-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher(s)	D	1	1	<p>Any in excess of one may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it can not be mistaken for a functional unit, and b) Required distribution is maintained. <p><i>(See placard procedure pg A-2)</i></p>

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
27-1

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

27 FLIGHT CONTROLS					
1. Trim Tab Position Indicators	C	3	0	(O) May be inoperative provided: a) Affected Trim Tab is visually checked for full range of operation without binding or restriction, and b) Affected Trim Tab is visually verified neutral prior to each departure. Operations Procedure: Prior to each departure, the PIC will: 1. Operate the associated trim tab through its full range of motion and ensure that there is no binding or restriction 2. Visually inspect the trim tab to ensure it is in the neutral position. <i>(See placard procedure pg A-2)</i>	
2. Flap Position Indicator	C	1	0	(O) May be inoperative provided: a) Flaps are visually checked for correct travel without binding or restriction, and b) Flaps are visually checked for proper setting prior to each departure. Operations Procedure: Prior to each departure, the PIC will: 1. Verify that the flaps can travel through their full range of motion without binding or restriction 2. Visually verify that flaps are in the fully retracted position prior to departure. <i>(See placard procedure pg A-2)</i>	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		27-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS					
3. Flap System					DELETED, REVISION 5.
4. Electric Elevator Trim	C	1	1		Must be operative

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 5		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		28-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
28 FUEL					
1. Fuel Quantity Indicators	C	2	1	<p>(O) One may be inoperative provided a reliable means is established to determine that fuel on board is sufficient to meet the regulatory requirements for the intended flight.</p> <p>Operations Procedure:</p> <ol style="list-style-type: none"> 1. The main tanks shall be topped off before each departure, and the flight duration will be no more than 2 hours until landing and refueling. 2. To ensure fuel balance and sufficient fuel quantity, the 2 hour limit for the route includes reserves. <p><i>(See placard procedure pg A-2)</i></p>	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		30-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH			
30 ICE & RAIN PROTECTION					
1. Pitot Heater	B	1	0	0	<p>May be inoperative provided:</p> <p>a) Aircraft is operated VFR only, and</p> <p>b) Aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>
2. Heated Fuel Vents	C	2	0	0	<p>May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>
3. Surface Deicing System Wing, Vertical, And Horizontal Stabilizer	C	1	0	0	<p>May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>
4. Windshield Deice/Anti-Ice System	C	1	0	0	<p>May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>
5. Propeller Deice/Anti-Ice Systems	C	2	0	0	<p>May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>
6. Stall Warning/Angle Of Attack Heater	C	1	0	0	<p>May be inoperative provided aircraft is not operated in known or forecast icing conditions.</p> <p><i>(See placard procedure pg A-2)</i></p>

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		30-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
30	ICE & RAIN PROTECTION				
7.	Pneumatic Pressure Gauge (Deice)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions. <i>(See placard procedure pg A-2)</i>
8.	Emergency Static Air System	C	1	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions. <i>(See placard procedure pg A-2)</i>

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		31-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR operation. (See placard procedure pg A-3)
		C	0	0	N/A TO THIS AIRCRAFT
2.	Flight Hour Recorder	C	1	0	(O) May be inoperative Operations Procedure: The aircraft maintenance and flight log ON/OFF and OUT/IN times will be used until repaired or replaced. (See placard procedure pg A-3)
3.	Flight Data Recorder (FDR) System	A	0	0	N/A TO THIS AIRCRAFT

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 5		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		32-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR					
1. Parking Brake	C	1	0	(O) May be inoperative	
				Operations Procedure: Aircraft will be chocked when unattended and during passenger boarding and deplaning.	
				<i>(See placard procedure pg A-3)</i>	

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
33-11. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

1. Cockpit/Flight
Deck/Flight
Compartment And
Instrument Lighting
System

C

1

0

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.

2. Anti-Collision Beacon
Light System

B

1

0

May be inoperative provided the aircraft is not operated at night.

(See placard procedure pg A-3)

3. Strobe Light System

C

1

0

May be inoperative

(See placard procedure pg A-3)

4. Position Lights System

C

3

0

May be inoperative provided the aircraft is not operated at night.

(See placard procedure pg A-3)

5. Wing Illumination
Lights

C

2

0

May be inoperative provided aircraft is not operated in known or forecast icing conditions at night

(See placard procedure pg A-3)

6. Landing Lights

C

2

1

One may be inoperative.

(See placard procedure pg A-3)

C

2

0

May be inoperative provided the aircraft is not operated at night.

(See placard procedure pg A-3)

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		33-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS	
33 LIGHTS					
7. Taxi Light	C	1	0	May be inoperative <i>(See placard procedure pg A-3)</i>	
8. Aft Door Ajar Light				Moved to Chapter 52, Revision 6	
9. Forward Door Ajar Light				Moved to Chapter 52, Revision 6	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		34-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
1.	Altimeter (Mechanical Only)	B	1	1	Must be operative
	(Except G58)	B	1	1	Must be operative
2.	Airspeed Indicator (Mechanical Only)	B	1	1	Must be operative
	(Except G58)	B	1	1	Must be operative
3.	Gyroscopic Pitch And Bank Indicators (Mechanical Attitude Only)	B	1	1	Must be operative
	(Except G58)	B	1	1	Must be operative
4.	Gyroscopic Directional Indicators (Mechanical Heading Indicator Only)	B	0	0	N/A TO THIS AIRCRAFT
5.	Gyroscopic Rate Of Turn/Slip Skid Indicator (Except G58)	B	1	0	May be inoperative provided aircraft is operated VFR only. (See placard procedure pg A-3)
		B	0	0	N/A TO THIS AIRCRAFT
6.	Vertical Speed Indicator (Except G58)	B	1	0	May be inoperative provided aircraft is operated VFR only. (See placard procedure pg A-3)

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
34-2

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

34	NAVIGATION				
7.	Navigation Equipment				
-1)	VOR/ILS	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by FAR, and b) Operations do not require its use. <p><i>(See placard procedure pg A-3)</i></p>
a)	Glide Slope	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by FAR, and b) Operations do not require its use. <p><i>(See placard procedure pg A-3)</i></p>
b)	Marker Beacon	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by FAR, and b) Operations do not require its use. <p><i>(See placard procedure pg A-3)</i></p>
-2)	Distance Measuring Equipment (DME) System(s)	C	1	0	<p>May be inoperative provided a suitable operative RNAV system is available.</p> <p><i>(See placard procedure pg A-4)</i></p>
		C	1	0	<p>May be inoperative provided operations do not require its use.</p> <p><i>(See placard procedure pg A-4)</i></p>
		D	0	0	N/A TO THIS AIRCRAFT
-3)	Area Navigation(RNAV) (Multi-Sensor, GPS and/or LORAN)	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Not required by FAR, and b) Operations do not require its use. <p><i>(See placard procedure pg A-4)</i></p>
	(Continued)				

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
34-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
7. Navigation Equipment (Continued)				
-3) Area Navigation(RNAV) (Multi-Sensor, GPS and/or LORAN) (Continued)				
a) Navigation Databases	C	2	2	Must be current
-4) Automatic Direction Finding (ADF) System(s)	D	0	0	N/A TO THIS AIRCRAFT
-5) Radio Magnetic Indicator (RMI) System(s)	D	1	1	Must be operative
8. ATC Transponders and Automatic Altitude Reporting Systems	B	1	0	May be inoperative provided: a) 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. <i>(See placard procedure pg A-4)</i>
	D	0	0	N/A TO THIS AIRCRAFT
-1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	0	0	N/A TO THIS AIRCRAFT
-2) ADS-B Squitter Transmissions	A	0	0	N/A TO THIS AIRCRAFT

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
34-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
9. Weather Radar/Thunderstorm Detection Equipment	C	1	0		May be inoperative (See placard procedure pg A-4)
10. Altitude Encoder					See ATC Transponders.
11. Radar Altimeter	C	1	0		(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used. Maintenance Procedure: A qualified maintenance technician will secure the RAD.ALT circuit breaker in the open position with a tie wrap. Operations Procedure: The flight crew will: 1. Review all appropriate charts for terrain height. 2. Verbally discuss terrain and minimum altitudes for descent and approach. (See placard procedure pg A-4)
12. Altitude Alerting System	C	1	0		May be inoperative (See placard procedure pg A-4)
13. Non-Stabilized Magnetic Compass	B	1	1		Must be operative
	B	1	1		Must be operative
	B	1	1		Must be operative

MMEL REV 6

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
34-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
14. Terrain Awareness and Warning System (TAWS) / Ground Proximity Warning System (GPWS)					
Class C TAWS/GPWS Equipment not required by FAR					
1) TAWS/GPWS	C	0	0		N/A TO THIS AIRCRAFT
15. Traffic Alert Collision Avoidance System (TCAS I)	C	0	0		N/A TO THIS AIRCRAFT
16. Traffic Alert and Collision Avoidance System (TCAS II)	C	0	0		N/A TO THIS AIRCRAFT
1) Combined Traffic Alert(TA) and Resolution Advisory (RA) Dual Display System(s)	C	0	0		N/A TO THIS AIRCRAFT
2) Resolution Advisory (RA) Display System(s)	C	0	0		N/A TO THIS AIRCRAFT
3) Traffic Alert Display System(s)	C	0	0		N/A TO THIS AIRCRAFT
4) Audio Functions	B	0	0		N/A TO THIS AIRCRAFT
5) Airspace Selection Function	C	0	0		N/A TO THIS AIRCRAFT

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		34-6	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS			
34. NAVIGATION					
17. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	0	0	0	N/A TO THIS AIRCRAFT
1) Link And Display Processor Unit (LDPU)	D	0	0	0	N/A TO THIS AIRCRAFT
2) Cockpit Display And Traffic Information (CDTI)	D	0	0	0	N/A TO THIS AIRCRAFT
3) CDTI Control Panel	D	0	0	0	N/A TO THIS AIRCRAFT
4) Data Link Transmitter(s)	D	0	0	0	N/A TO THIS AIRCRAFT
5) Data Link Receivers	D	0	0	0	N/A TO THIS AIRCRAFT
18. Standby Attitude Indicator (Except G58)	C	0	0	0	N/A TO THIS AIRCRAFT
(All Models)	B	0	0	0	N/A TO THIS AIRCRAFT
19. Multifunction Display (MFD) (G58 Only)	B	0	0	0	N/A TO THIS AIRCRAFT

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		35-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS			
35 OXYGEN					
1. Oxygen System (Passengers)	C	0	0	N/A TO THIS AIRCRAFT	
2. Protective Breathing Equipment (PBE)	D	0	0	N/A TO THIS AIRCRAFT	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 5		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		37-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
37 VACUUM					
1. Instrument Air Source Pumps	C	2	1	(M) One may be inoperative for day VMC.	
				Maintenance Procedure: A qualified maintenance technician will:	
				1. Inspect the system to ensure that the remaining pump is operating normally	
				2. Ensure that the inoperative pump will not create a hazard when the engine is operating	
				(See placard procedure pg A-4)	
2. Source Failure Indicators	C	2	0	May be inoperative for day VMC.	
				(See placard procedure pg A-4)	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		52-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
52 DOORS					
1. Aft Door Ajar Light	C	1	0	May be inoperative provided affected door is visually confirmed latched prior to each departure. <i>(See placard procedure pg A-4)</i>	
2. Forward Door Ajar Light	C	1	0	May be inoperative provided affected door is visually confirmed latched prior to each departure. <i>(See placard procedure pg A-4)</i>	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 6		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		61-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
61 PROPELLERS					
1. Propeller Synchronizer/ Synchrophaser	C	1	0	May be inoperative (See placard procedure pg A-4)	
2. Propeller Unfeathering Accumulators	C	2	0	(O) May be inoperative Operations Procedure: <ol style="list-style-type: none"> 1. System will be placarded inoperative. 2. For inflight restart without Unfeathering Accumulators, the following procedures will be used: <ol style="list-style-type: none"> a. Move propeller control forward of feather detent to midrange. b. Engage starter to accomplish unfeathering. c. If engine fails to run, clear by windmilling with mixture in IDLE CUT-OFF. When engine fires, advance mixture to FULL RICH. (See placard procedure pg A-4)	

MILLBROOK AVIATION		MINIMUM EQUIPMENT LIST			
MMEL REV 5		REVISION NO: 0		PAGE NO:	
AIRCRAFT: Beechcraft Model 58 N823EF		DATE: 08/22/11		77-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS	
77 ENGINE INDICATING					
1. EGT Indicators	C	4	0	May be inoperative <i>(See placard procedure pg A-4)</i>	
2. Low Thrust Detector System (Installed In Accordance With STC SA 1007 NW)	C	1	0	May be inoperative <i>(See placard procedure pg A-5)</i>	

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
A-1

PLACARD PROCEDURES

21-1	Combustion Heater	Place placard above HEATER Switch on Pilot's Right Subpanel
21-2	Heater Fan	Place placard above HEATER Switch on Pilot's Right Subpanel
21-3	Cooling System	Place placard below A/C Switch on Pilot's Right Subpanel
22-1-1	Autopilot Disconnect (Yoke Button)	Place placard below Electric Trim Switch on Pilot's Yoke.
22-3	Flight Director	Place placard directly above Attitude Indicator on Pilot's Instrument Panel
23-1	Communications Systems (VHF And UHF)	Place placard adjacent-left to GNS-530 #2 (bottom unit)
23-2	Voice Activated Interphone System	Place placard adjacent-right to VIP Switch on Copilot's Instrument Panel
23-4	Cockpit Speaker System	Place placard adjacent-left to Audio Panel on Center Instrument Panel
23-6	Boom Microphones	Place placard on affected microphone
24-3	D.C. Loadmeters	Place placard adjacent-left to Loadmeters on Center Subpanel
24-4	D.C. Alternator Out Indicators	Place placard adjacent-left to annunciator panel.
25-1	Cockpit Crewmember Shoulder Harness	Place placard on buckle of affected shoulder harness
25-2	Passenger Seat(s)	Place placard directly on affected seat in a conspicuous location
25-2-1	Recline Mechanism	Place placard adjacent to recline mechanism lever of the affected seat

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
A-2

PLACARD PROCEDURES

25-2-2	Armrest	Place placard on top of affected armrest in a conspicuous location
25-5-2	Fixed ELT	Place placard above ELT Switch on Copilot's Instrument Panel
26-1	Portable Fire Extinguisher	Place placard on affected Fire Extinguisher and place the extinguisher out of sight from passengers
27-1	Trim Tab Indicators	Place placard adjacent to affected position indicator
27-2	Flap Position Indicator	Place placard below flap position indicator lights on Copilot's Left Subpanel
28-1	Fuel Quantity Indicators	Place placard above affected indicator on Center Subpanel
30-1	Pitot Heater	Place placard adjacent-left to PITOT HEAT switch on Pilot's Left Subpanel
30-2	Heated Fuel Vents	Place placard above FUEL VENT Switch on Pilot's Left Subpanel
30-3	Surface Deicing System Wing, Vertical, And Horizontal Stabilizer	Place placard adjacent-right to SURFACE Switch on Pilot's Left Subpanel
30-4	Windshield Deice/Anti-Ice System	Place placard above WSHLD Switch on Pilot's Left Subpanel
30-5	Propeller Deice/Anti-Ice Systems	Place placard above PROP Switch on Pilot's Left Subpanel
30-6	Stall Warning/Angle Of Attack Heater	Place placard above STALL WARN HEAT Switch on Pilot's Left Subpanel
30-7	Pneumatic Pressure Gauge (Deice)	Place placard below Pneumatic Pressure Gauge on Center Subpanel
30-8	Emergency Static Air System	Place placard above Emergency Static Air Switch

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
A-3

PLACARD PROCEDURES

31-1	Clock With Sweep Second Hand Or Electric Digital Clock	Place placard above digital clock on Pilot's Yoke
31-2	Flight Hour Recorder	Place placard over Hobbs Meter.
32-1	Parking Brake	Place placard above Parking Brake Handle on Pilot's Right Subpanel
33-2	Anti-Collision Beacon Light System	Place placard above BCN Switch on Pilot's Right Subpanel
33-3	Strobe Light System	Place placard above STROBE Switch on Pilot's Right Subpanel
33-4	Position Lights System	Place placard above NAV Switch on Pilot's Right Subpanel
33-5	Wing Illumination Lights	Place placard above ICE Switch on Pilot's Right Subpanel
33-6	Landing Lights	Place placard above affected LDG Switch(es) on Pilot's Right Subpanel
33-7	Taxi Light	Place placard above TAXI Switch on Pilot's Right Subpanel
34-5	Gyroscopic Rate Of Turn/Slip Skid Indicator (Except G58)	Place placard along top of Turn Coordinator on Pilot's Instrument Panel
34-6	Vertical Speed Indicator	Place placard below Vertical Speed Indicator on Pilot's Instrument Panel
34-7-1	VOR/ILS	Place placard above affected RMI/VOR Indicator on Pilot's Instrument Panel
34-7-1-a	Glide Slope	Place placard above RMI on Pilot's Instrument Panel
34-7-1-b	Marker Beacon	Place placard adjacent-left to Audio Panel on Center Instrument Panel

AIRCRAFT:
Beechcraft Model 58 N823EFREVISION NO: 0
DATE: 08/22/11PAGE NO:
A-4

PLACARD PROCEDURES

34-7-2	Distance Measuring Equipment (DME) System(s)	Place placard below DME Indicator on Pilot's Instrument Panel
34-7-3	Area Navigation(RNAV) (Multi-Sensor, GPS and/or LORAN)	Place placard along top of affected GPS unit
34-8	ATC Transponders and Automatic Altitude Reporting Systems	Place placard adjacent-right to Transponder on Copilot's Instrument Panel
34-9	Weather Radar/Thunderstorm Detection Equipment	Place placard above Radar Display on Copilot's Instrument Panel
34-11	Radar Altimeter	Place placard below Radar Altimeter on Pilot's Instrument Panel
34-12	Altitude Alerting System	Place placard adjacent-right to Autopilot Controller on Center Instrument Panel
37-1	Instrument Air Source Pumps	Place placard below Instrument Air Source Pressure Gauge on Pilot's Instrument Panel
37-2	Source Failure Indicators	Place placard below Instrument Air Source Pressure Gauge on Pilot's Instrument Panel
52-1	Aft Door Ajar Light	Place placard adjacent-left to Annunciator Panel
52-2	Forward Door Ajar Light	Place placard adjacent-left to Annunciator Panel
61-1	Propeller Synchronizer/ Synchrophaser	Place placard adjacent-left to Propeller Synchrophaser on Pilot's Instrument Panel
61-2	Propeller Unfeathering Accumulators	Place placard below Propeller Control Handles on Center Pedestal
77-1	EGT Indicators	Place placard above affected EGT Indicator

MILLBROOK AVIATION

MINIMUM EQUIPMENT LIST
APPENDIX 1

AIRCRAFT:
Beechcraft Model 58 N823EF

REVISION NO: 0
DATE: 08/22/11

PAGE NO:
A-5

PLACARD PROCEDURES

77-2 Low Thrust Detector System

Place placard above Low Thrust Detector
System Indicators below Annunciator Panel