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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BEECH MODELS 55/56/58/58P/95

MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

April 01, 2019

Revision: 01

Canada

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Aug. 27, 2003	All	
Revision 01	Apr. 01, 2019	All	

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Reasons for Changes

- General**
1. Revision 01 to this TC MMEL Supplement (TCS) is in alignment with the following documents:
 - a. FAA MMEL Revision 6
 - b. TC MMEL Guidance Book (GB) Revision 7
 - c. TC MMEL Global Changes 6 and 11
 2. All pages have been reformatted and re-dated.
- Item No.**
- 21-4** New item. Second relief includes altitude restriction (10,000 feet MSL) as per GB relief cases for unpressurized configuration.
- 21-5** New item. Relief includes altitude restriction (10,000 feet MSL) as per GB relief cases for unpressurized configuration.
- 22-1** Revised first relief as per GB item 22-10-1. Revised Number Installed of first and second reliefs as per FAA MMEL. Added 1) as per FAA MMEL.
- 22-6** Moved to 22-1.
- 23-1** Deleted. Refer to FAA MMEL.
- 23-3** Added “***” symbol as well as “(CVR)” in item title as per FAA MMEL Deleted Note from third relief.
- 23-4** Revised item tile as well as Number Installed as per FAA MMEL.
- 23-6** Renumbered (from 23-7) and revised item title as per FAA MMEL. Revised first relief as per FAA MMEL. Revised second relief as per GB item 23-50-3.
- 25-2** Deleted Notes from first relief as there are no differences from FAA MMEL. First relief already indicates “No change from FAA MMEL”. Added first relief under 1) with Repair Interval Category (cat C) as per TC Engineering assessment (dispatch without securing seat back in upright position) and dispatch conditions as per FAA MMEL. Revised 2) to reflect relief for Armrest as per FAA MMEL and with Repair Interval Category (cat D) as per GB item 25-20-3.
- 25-4** Revised to address relief for AED, EMK, and FAK as indicated in FAA MMEL. Sub-item 2) relief as per TC MMEL Global Change 6. Sub-item 3) as per GB item 25-60-2.
- 25-5** Revised as per GB item 25-60-1.
- 25-6** Revised as per GB item 25-20-1.
- 25-10** Deleted.
- 25-11** Deleted.
- 26-1** Revised Number Required as per GB item 26-20-4.
- 27-6** Deleted.
- 30-1** Renumbered (from 30-5) as well as revised Number Installed/Number Required as per FAA MMEL.

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Reasons for Changes (cont'd)

Item No.

- 31-3** Added “***” symbol as per FAA MMEL. Revised 4) and 5) as per GB item 31-30-1.
- 33-2** Renumbered (from 33-6) as per FAA MMEL.
- 33-5** Renumbered (from 33-9) as well as revised item title and Number Installed as per FAA MMEL. Revised dispatch conditions as per FAA PL 72 Revision 4.
- 33-6** New item. First relief as per FAA MMEL. Second relief as per GB item 33-40-1.
- 34-4** Deleted. Refer to FAA MMEL.
- 34-5** Revised as per GB item 34-20-2.
- 34-6** Deleted. Refer to FAA MMEL.
- 34-7** Revised 1) as per GB item 34-50-1. Added 1)a) and 5) as per FAA MMEL. Added 1)b) and 3) as per GB item 34-50-1. Added 2) and 4) as per TC MMEL Global Change 11.
- 34-9 (previous)** Former item 34-9 (Marker Beacon) moved under 34-7 and removed from the TCS.
- 34-9** Renumbered (from 34-10) as per FAA MMEL.
- 34-11** Renumbered (from 34-12) and deleted. Refer to FAA MMEL.
- 34-12** Renumbered (from 34-28) and deleted. Refer to FAA MMEL.
- 34-13** Renumbered (from 34-18) as per FAA MMEL. Revised dispatch conditions of first relief to indicate “No change from FAA MMEL”. Revised third relief as per FAA MMEL and Repair Interval Category (cat C) as per GB item 34-20-3.
- 34-14** Renumbered (from 34-19) and deleted. Refer to FAA MMEL.
- 34-15 (previous)** Former item 34-15 (ADF) moved under 34-7 and removed from the TCS.
- 34-17 (previous)** Former item 34-17 (Flight Director) deleted and removed from the TCS. Flight Director is now addressed in FAA MMEL ATA 22.
- 34-18** Renumbered (from 34-25) and deleted. Refer to FAA MMEL.
- 34-26** Deleted and removed from the TCS. Navigation Databases relief is now under 34-7.
- 34-27** Moved under 34-7 and removed from the TCS.
- 35-1** Deleted. Refer to FAA MMEL.
- 35-2** Renumbered (from 35-3).
- 35-3** Renumbered (from 35-2) and deleted.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Beech Model 55/56/58/58P/95.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 6 or later applicable revision)

The information contained herein supersedes the existing FAA MMEL only for those items listed herein. For items not contained in this Supplement, consult the FAA approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the FAA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable FARs. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as the FAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
21 AIR CONDITIONING					
4. Cabin Altitude Warning (58P & 58PA Only)	C	1	0		No change from FAA MMEL
	C	1	0	(O)	May be inoperative provided aircraft is configured and operated unpressurized at or below 10,000 feet MSL.
5. Cabin Pressurization System (58P & 58PA Only)	C	1	0	(O)	May be inoperative provided aircraft is configured and operated unpressurized at or below 10,000 feet MSL.

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
22	AUTO FLIGHT				
1.	Autopilot System	C	-	0	May be inoperative provided operations do not require its use.
		D	-	0	May be inoperative provided routine procedures do not require its use.
	1) Autopilot Disconnect (Yoke Button)	C	-	0	No change from FAA MMEL
		C	-	0	No change from FAA MMEL
6.	Autopilot Disconnect				Moved to 22-1

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			4. Remarks or Exceptions		
23			COMMUNICATIONS		
1.			Communications Systems (VHF and UHF)		
3. ***			Cockpit Voice Recorder (CVR)		
	A	1	0	May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days.	
	A	1	0	If CVR and FDR required by regulations	
	A	1	0	If only CVR required by regulations	
	D	1	0	If CVR not required by regulations	
4.			Cockpit Speaker System		
	C	-	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.	

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23 COMMUNICATIONS				
6. Boom Microphones (includes Headset Mic)	D	-	-	Any in excess of those required by regulations may be inoperative.
If CVR required to be capable of recording boom microphone	A	-	0	May be inoperative for three flight days.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
25	EQUIPMENT/ FURNISHINGS				
2.	Passenger Seat(s)	D	-	-	No change from FAA MMEL
	1) Recline Mechanism	C	-	-	No change from FAA MMEL
		D	-	-	No change from FAA MMEL
	2) Armrest	D	-	-	No change from FAA MMEL
4.	Emergency Medical Equipment				
	1) Automatic External Defibrillator (AED) and/or Associated Equipment ***	D	-	-	(O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment ***	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.
	3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.

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25 EQUIPMENT/ FURNISHINGS 4. Emergency Medical Equipment (cont'd) 3) First Aid Kit (FAK) and/or Associated Equipment (cont'd) First Aid Kit Seal A (Required First Aid Kits) -	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) First aid kit is fully equipped or the kit has a maximum of one missing item that was used after the flight left a base where the item could be replaced, b) Kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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			4. Remarks or Exceptions		
25	EQUIPMENT/ FURNISHINGS				
5.	Emergency Locator Transmitter (ELT)				
1)	Survival Type ELTs	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
2)	Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date the ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.

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System & Sequence Numbers	1.	2.	Number Installed 3. Number Required for Dispatch 4. Remarks or Exceptions
<p>25 EQUIPMENT/ FURNISHINGS</p> <p>6. *** Passenger Convenience/ NEF Items</p> <p style="margin-left: 40px;">1) Passenger Convenience Items</p>	-	0	<p>Note 1: Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs.</p> <p>Note 2: For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only.</p> <p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>Note 1: Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded “INOPERATI-E - DO NOT USE”.</p> <p>Note 2: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>Note 3: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</p>

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25			EQUIPMENT/ FURNISHINGS
6. ***			Passenger Convenience/ NEF Items (cont'd)
		-	2) Non-Essential Equipment and Furnishings (NEF)
		0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
10. ***			"Fasten Seat Belt While Seated", Signs or Placards
			Deleted in Revision 01
11.			Pilot Seat Adjustments
			Deleted in Revision 01

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher(s)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin and flight deck, and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained in the passenger compartment and flight deck and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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27 FLIGHT CONTROLS			
6. Rudder Pedal Adjustment			Deleted in Revision 01

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			4. Remarks or Exceptions
30 ICE AND RAIN PROTECTION			
1. Pitot Heater	B	1	0
			Except where enroute operations require its use, may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand or Electric Digital Clock	C	-	0	Aircraft clock(s) may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3. ***	Flight Data Recorder (FDR) System				
	1) If FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is verified to operate normally, and b) Repairs are made within three flight days.
	2) If only FDR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
	3) If FDR not required by regulations	D	1	0	
	4) Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within twenty calendar days.
	5) Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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				4. Remarks or Exceptions	
33	LIGHTS				
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
2.	Anti-Collision Beacon Light System	C	1	0	No change from FAA MMEL
		C	1	0	May be inoperative provided the strobe light system is installed and operative.
5.	Wing Illumination Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
6.	Landing Lights	C	2	1	No change from FAA MMEL
		D	2	0	May be inoperative for day operations.

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				4. Remarks or Exceptions
34	NAVIGATION			
4.	Gyroscopic Directional Indicators			Deleted in Revision 01 Refer to FAA MMEL
5.	Gyroscopic Rate of Turn/Slip Skid Indicator (Except G58)	C	- 0	May be inoperative for day VFR. NOTE: Does not include VFR OTT.
		B	2 1	One may be inoperative on the pilot not-flying side.
6.	Vertical Speed Indicator (Except G58)			Deleted in Revision 01 Refer to FAA MMEL
7.	Navigation Equipment			
	1) VOR/ILS	C	- -	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
	a) Glide Slope	C	- -	No change from FAA MMEL
	b) Marker Beacon	C	- -	(O) May be inoperative provided alternate procedures are established and used.
		D	- -	May be inoperative provided routine procedures do not require its use.
	2) Distance Measuring Equipment (DME) System(s)	D	- -	Any in excess of those required by regulations may be inoperative.

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			4. Remarks or Exceptions	
34	NAVIGATION			
7.	Navigation Equipment (cont'd)			
	3) Area Navigation (RNAV) (Multi-Sensor, GPS and/or LORAN)	C	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	May be inoperative provided routine procedures do not require its use.
	a) Navigation Databases	C	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, 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) Approaches are not conducted using associated system.
	4) Automatic Direction Finding (ADF) System(s)	D	-	Any in excess of those required by regulations may be inoperative.
	5) Radio Magnetic Indicator (RMI) System(s)	D	-	No change from FAA MMEL
9.	Weather Radar/Thunderstorm Detection Equipment	D	1	0 Any in excess of those required by regulations may be inoperative.

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				4. Remarks or Exceptions	
34				NAVIGATION	
11. ***				Radar Altimeter Deleted in Revision 01 Refer to FAA MMEL	
12.				Altitude Alerting System Deleted in Revision 01 Refer to FAA MMEL	
13.		B	1	0	No change from FAA MMEL
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the enroute flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
		C	1	0	No change from FAA MMEL
14. ***					Terrain Awareness and Warning System (TAWS) / Ground Proximity Warning System (GPWS) Deleted in Revision 01 Refer to FAA MMEL
18.					Standby Attitude Indicator Deleted in Revision 01 Refer to FAA MMEL

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				4. Remarks or Exceptions
35	OXYGEN			
1.	Oxygen System (Passengers)			Deleted in Revision 01 Refer to FAA MMEL
2.	Protective Breathing Equipment (PBE)	D	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.
3.	Portable Oxygen Bottles			Deleted in Revision 01