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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
TEXTRON AVIATION BE-1900D
MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

July 10, 2019
Revision: 09

Canada

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Log of Revisions

| Revision No. | Date | Page Number | Initials |
|--------------|---------------|--|----------|
| Original | May 10, 1996 | I, II, III, IV, V, VI, 24-1, 25-1, 27-1, 30-1, 31-1, 32-1, 33-1, 34-1, 35-1, 52-1 | |
| 01 | Aug. 08, 1997 | I, II, III, IV, V, 34-1, 35-1 | |
| 02 | Jan. 15, 1999 | I, II, III, IV, V, 27-1, 32-1 | |
| 03 | Nov. 15, 2001 | All | |
| 04 | May 08, 2003 | I, II, III, IV, V, VI, 22-1,23-2, 23-3,25-1, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 26-4, 27-1, 30-2, 33-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 35-2, 35-3, 35-4, 38-1 | |
| 05 | Nov. 10, 2004 | I, II, III, IV, V, 21-1, 23-1, 23-2, 25-4, 26-1, 33-1, 33-2, 38-1 | |
| 06 | July 16, 2014 | I, II, III, IV, V, VI,VII, VIII, 21-1 to 21-4, 22-1, 22-2, 23-1, 23-2, 23-3, 25-1 to 25-6, 26-1 to 26-4, 27-1, 30-1, 31-1, 33-1, 33-2, 34-1 to 34-10, 35-1, 35-2, 38-1, 38-2, 52-1 | |
| 07 | Nov. 30, 2017 | I, II, III, IV, V, VI, 21-1, 21-2, 22-1, 23-2, 23-3, 24-1, 25-1, 26-2, 27-1, 30-1, 31-1, 32-1, 33-1, 34-1, 34-2, 34-4, 34-10, 35-1, 35-2, 35-3 | |
| 08 | Jun. 18, 2018 | I, II, III, IV, V, 22-1, 22-2, 34-1 | |
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Reasons for Changes

- | | |
|----------------|---|
| General | <ol style="list-style-type: none">1. Alignment with BE-1900/1900C TCS Revision 4.2. Editorial changes (without revision marks) to match item numbering as per FAA MMEL.3. All pages have been re-dated, however, only items that contain technical changes are highlighted with revision marks. |
| 22-01 | Revised first relief of sub-item -01 as per GB item 22-10-2. |
| 23-01 | Revised Repair Interval Category of -01 as per GB item 23-30-1 (not required by regulations relief case). Deleted sub-item -01, second relief. |
| 23-04 | Deleted second relief. |
| 23-09 | Removed from TCS. Previously deleted in TCS Revision 7. |
| 25-02 | Revised as per GB item 25-60-1. |
| 25-04 | Deleted Note 1 under sub-item -01 and Note under sub-item -02 as they don't apply to the BE-1900D. |
| 25-05 | Reformatted to include relief for AED and EMK (as per TC MMEL Global Change 6). Revised title of -03 as well as -03-01. Previous item 25-5 (FAK) has been moved to sub-item -03. |
| 25-07 | Revised dispatch conditions of first relief as per GB item 25-60-5. |
| 25-10 | Revised to indicate "No change from FAA MMEL". |
| 25-14 | Deleted. Refer to FAA MMEL. |
| 25-25 | Deleted. |
| 25-26 | Deleted. |
| 25-27 | Deleted. |
| 26-04 | Revised first relief to indicate "No change from FAA MMEL". |
| 27-02 | Deleted. Refer to FAA MMEL. |
| 27-09 | Deleted. |
| 31-03 | Editorial changes. |
| 32-07 | Removed from TCS. Previously deleted in TCS Revision 7. |
| 33-02 | Added second relief as per GB item 33-10-1. |
| 33-03 | New item. First relief is cat D as per GB item 33-40-1. |
| 33-08 | New item. First relief is cat D as per GB item 33-40-1. |
| 33-16 | Deleted. |
| 33-17 | Deleted. |
| 33-18 | Deleted. Refer to FAA MMEL item 25-18. |
| 34-04 | Revised Number Installed/Number Required of third relief as per FAA MMEL. Revised dispatch conditions of third relief to indicate "No change from FAA MMEL". |

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Reasons for Changes (cont'd)

- 34-05** Revised -01 as per GB item 34-50-1. Revised title of -02 and reformatted. Deleted -03 and -04.
- 34-07** Reformatted. Revised second relief.
- 34-10** Deleted. Refer to FAA MMEL.
- 34-12** Deleted. Refer to FAA MMEL.
- 34-13** Removed from TCS. Previously deleted in TCS Revision 7.
- 34-19** Class A TAWS:
Revised Number Installed of -01 as per FAA MMEL. Revised Repair Interval Category of -01 e), first relief, as per FAA MMEL. Revised Repair Interval Category (cat B) of -02 and -03 (second relief) as those functions are now required by regulations. Added first relief to -03 as per FAA MMEL.
Class B TAWS:
Revised Number Installed of -01 as per FAA MMEL. Revised Repair Interval Category (cat B) of -02 as that function is now required by regulations.
Class C TAWS:
Revised as per GB item 34-40-2.
Added relief for TAWS Class A or B not required by regulations.
- 34-29** Removed from TCS. Previously deleted in TCS Revision 7.
- 34-30** Removed from TCS. Previously deleted in TCS Revision 7.
- 35-01** Deleted former provisos b) and d) in sub-item -01.
- 35-03** New item with Repair Interval Category as per GB item 35-20-2.
- 38-02** Revised second relief as per GB item 38-30-1: deleted (O) and Note 1.

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TEXTRON AVIATION BE-1900D

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Textron Aviation Model BE-1900D aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision 5b dated 11/15/2017 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 states 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 regulations.

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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| System & Sequence Numbers | | 1. | 2. | 3. Number Installed | |
| | | | | 3. Number Required for Dispatch | |
| | | | | 4. Remarks or Exceptions | |
| 21 | AIR CONDITIONING | | | | |
| -05 | CABIN ALT HI Annunciator System | C | 1 | 0 | (O) May be inoperative provided flight is conducted at or below 10,000 feet MSL. |
| -07 | Differential Pressure/Cabin Altitude Indicator | | | | |
| -01 | Differential Pressure Indication | C | 1 | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) The cabin altitude indication is operative, and b) A chart is provided to convert cabin altitude indication to cabin differential pressure. |
| | | D | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL with the dump valve in the open position. |
| -02 | Cabin Altitude Indication | C | 1 | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) The differential pressure indication is operative, and b) A chart is provided to convert differential pressure indication to cabin altitude. |
| | | D | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL with the dump valve in the open position. |

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| | | | 3. | Number Required for Dispatch | |
| | | | 4. | Remarks or Exceptions | |
| 21 AIR CONDITIONING | | | | | |
| -08 Outflow/Safety Valves | C | 2 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, b) One valve is removed or secured in the open position, and c) Extended overwater operations are prohibited. | |
| -09 Pressurization System | C | 1 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, b) One Outflow/Safety Valve is removed or secured in the open position, and c) Extended overwater operations are prohibited. | |
| Sub-items -01 to -04 | | | | No change from FAA MMEL | |

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| | | | 4. Number Required for Dispatch | | |
| | | | 4. Remarks or Exceptions | | |
| 22 | AUTO FLIGHT | | | | |
| -01 *** | Autopilot System | C | - | 0 | No change from FAA MMEL |
| | -01 Autopilot Disconnect Functions (Quick Release Controls) | C | 2 | 1 | One may be inoperative provided: a) The autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect. |
| | | B | 2 | 0 | Both may be inoperative provided the autopilot is not used. |
| -02 | Yaw Damper / Rudder Boost System | C | 1 | 0 | No change from FAA MMEL. |
| | Sub-items -01 to -04 | | | | No change from FAA MMEL. |
| | -05 Yaw Damper Coupled Annunciator (STC SA16-85) | C | 2 | 1 | Co-pilot's annunciator may be inoperative provided aircraft is operated from left side. |
| | | C | 2 | 0 | Both annunciators may be inoperative provided yaw damper is not used. |

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| | | | 3. Number Required for Dispatch | | |
| | | | 4. Remarks or Exceptions | | |
| 22 | AUTO FLIGHT | | | | |
| -05 | Autopilot Disconnect Aural Warning | B | 1 | 0 | May be inoperative provided the autopilot is considered inoperative and not used. |
| | | B | 1 | 0 | (O) May be inoperative provided: a) Both AP OFF lights are verified to operate normally before each departure, and b) The autopilot is not used below initial approach altitude. |
| -06 | "AP OFF" Light | C | 2 | 1 | (O) One may be inoperative provided aural alert is verified to operate normally before each departure. |
| | | B | 2 | 0 | Both may be inoperative provided the autopilot is not used. |

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| | | | | 4. Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | |
| -01 *** | Passenger Address System | | | | |
| -01 | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Required standard safety briefings are given to passengers using a means that will ensure the briefings are audible to each passenger. |
| -02 | Cargo Configuration | D | 1 | 0 | May be inoperative provided all crew members are in the cockpit. |
| -02 *** | Recorded Passenger Briefing Unit | | | | |
| -01 | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| -02 | Cargo Configuration | D | 1 | 0 | May be inoperative provided all crew members are in the cockpit. |
| -04 | Communications Equipment (VHF, UHF) | D | - | 2 | Any in excess of those required by regulations and not powered by an emergency bus may be inoperative. |

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| System & Sequence Numbers | | 1. | 2. | 3. | 4. |
| | | | Number Installed | Number Required for Dispatch | Remarks or Exceptions |
| 23 | COMMUNICATIONS | | | | |
| -05 | Flight Deck Speakers | C | 2 | 0 | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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. |
| -20 | Audio Control Panels | | - | - | Must be operative for each person on flight deck duty including any person occupying the observer's seat in an official capacity. |
| | -01 Observer Seat Panel | B | 1 | 0 | May be inoperative except when required by a person in an official capacity. |
| | | D | 1 | 0 | May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time. |

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| | | | | 4. Remarks or Exceptions | |
| 23 | COMMUNICATIONS | | | | |
| -21 | Boom Sets (Microphones and Headsets) | | | | |
| -01 | Headset Function | C | - | - | Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used. |
| -02 | Mike Function | | | | |
| | a) CVR required to record boom microphones | A | - | 0 | One or more may be inoperative provided: a) Crew members on duty hand mikes and headsets operate normally, b) Flight data recorder operates normally, and c) Repairs are made within three flight days. |
| | b) CVR not required to record boom microphones | D | - | 0 | One or more may be inoperative provided crew members on duty hand mikes and headsets operate normally. |

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| | | | 4. Remarks or Exceptions | | |
| 24 ELECTRICAL POWER | | | | | |
| -04 Inverters | B | 2 | 1 | <p>One may be inoperative for day VMC provided both L and R AC Bus Annunciator Systems operate normally.</p> <p>No change from FAA MMEL</p> | |
| -01 Inverters with G950 Avionics with STC SA02309SE Only | | | | | |

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| 25. | EQUIPMENT/ FURNISHINGS | | | | |
| -01 | Passenger Seat(s) | D | - | - | No change from FAA MMEL |
| | -01 Recline Mechanism | D | - | - | (M) May be inoperative and seat occupied provided seat is secured in the full upright position. |
| | | C | - | - | No change from FAA MMEL |
| | -02 Underseat Baggage Restraining Bars | | | | No change from FAA MMEL |
| | -03 Armrest | | | | No change from FAA MMEL |
| | -04 Forward Observer Seat | B | 1 | 0 | (M) May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed, or secured in the retracted position. |
| | | D | 1 | 0 | (M) May be inoperative provided: a) The seat is not required to be occupied in an official capacity for extended periods of time, and b) The seat is removed, stowed, or secured in the retracted position. |

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| 25. EQUIPMENT/ FURNISHINGS | | | | |
| -02 Emergency Locator Transmitter (ELT) System | | | | |
| -01 Survival Type ELTs | D | - | - | Any in excess of those required by regulations may be inoperative or missing. |
| -02 Fixed ELTs | A | - | - | (M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations |

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|--|--|-----------------------------|---------------------------------|------------------|--|--|--|---------------------------------|--|--|--|--------------------------|---|-------------------------------|--|--|--|-------------------------------------|--|--|--|--|---|---|--|---|
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; border-right: 1px solid black;">System & Sequence Numbers</td> <td style="width: 10%; text-align: center;">1.</td> <td style="width: 10%; text-align: center;">2.</td> <td style="width: 50%;">Number Installed</td> </tr> <tr> <td style="border-right: 1px solid black;"></td> <td></td> <td></td> <td>3. Number Required for Dispatch</td> </tr> <tr> <td style="border-right: 1px solid black;"></td> <td></td> <td></td> <td>4. Remarks or Exceptions</td> </tr> </table> | System & Sequence Numbers | 1. | 2. | Number Installed | | | | 3. Number Required for Dispatch | | | | 4. Remarks or Exceptions | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">25. EQUIPMENT/ FURNISHINGS</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td>-04 Passenger Convenience/NEF Items</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">-01 Passenger *** Convenience Items</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0</td> <td></td> </tr> </table> | 25. EQUIPMENT/ FURNISHINGS | | | | -04 Passenger Convenience/NEF Items | | | | -01 Passenger *** Convenience Items | - | 0 | | <p>NOTES:</p> <ol style="list-style-type: none"> 1. Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. 2. For operators with NEF defect rectification and control procedures, refer to sub-item -02 (NEF) only. <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, ash trays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE - DO NOT USE". 2. Movie equipment individual screens, if applicable, must be capable of being stowed. 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. |
| System & Sequence Numbers | 1. | 2. | Number Installed | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 3. Number Required for Dispatch | | | | | | | | | | | | | | | | | | | | | | | |
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| 25. EQUIPMENT/ FURNISHINGS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -04 Passenger Convenience/NEF Items | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -01 Passenger *** Convenience Items | - | 0 | | | | | | | | | | | | | | | | | | | | | | | | |

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| 25. | EQUIPMENT/ FURNISHINGS | | | | |
| -04 | Passenger Convenience/NEF Items (cont'd) | | | | |
| -02 | 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. |
| -05 | Emergency Medical Equipment | | | | |
| -01 | Automatic External *** Defibrillator (AED) and/or Associated Equipment | D | - | 0 | (O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units. |
| -02 | 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. |

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| 25. EQUIPMENT/ FURNISHINGS | | | |
| -05 Emergency Medical Equipment (cont'd) | | | |
| -03 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: <ul style="list-style-type: none"> a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits. |
| -01 First Aid Kit Seal (Required First Aid Kits) | A | - | (O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: <ul style="list-style-type: none"> a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The 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: <ul style="list-style-type: none"> 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c). |

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| 25. | EQUIPMENT/ FURNISHINGS | | | | |
| -07 | Flashlight/Flashlight Assembly | | | | |
| -01 | Flashlights | C | - | 0 | (O) May be inoperative or missing provided each inoperative or missing flight attendant flashlight is replaced with a flashlight of equivalent characteristics readily available. |
| -02 | Holders | C | - | 0 | (M)(O) May be inoperative or missing provided alternate stowage provisions are provided. |
| -10 | Crew Seat Adjustments | B | - | 0 | No change from FAA MMEL |
| -14 | Crew Rudder Pedal Adjustment | | | | Deleted in Revision 9 Refer to FAA MMEL |
| -25 | Lavatory NO SMOKING Placards | | | - | Deleted in Revision 9 |
| -26 | Exterior Lavatory Door Ashtray | | | | Deleted in Revision 9 |
| -27 | Crew Member Shoulder Harness | | | | Deleted in Revision 9 |

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| System & Sequence Numbers | 1. | 2. | Number Installed 3. Number Required for Dispatch 4. Remarks or Exceptions |
| 26 FIRE PROTECTION | | | |
| -01 Portable Fire Extinguishers | D | - | <p>(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crew members during flight, 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, the flight deck and each class E cargo compartment that is accessible to crew members during flight, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers. |

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| | | | 4. Remarks or Exceptions | | |
| 26 | FIRE PROTECTION | | | | |
| -04 *** | Lavatory Smoke Detection System | C | - | 0 | No change from FAA MMEL |
| | | D | - | 0 | Any in excess of that required by regulations may be inoperative. |
| | -01 Cargo Configuration | C | - | 0 | (O) May be inoperative provided: a) Crew members have been briefed that the lavatory smoke detection system is inoperative, and b) In-flight service waste bags are not stored in the lavatory. NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures. |
| | | D | - | 0 | (M)(O) May be inoperative provided: a) Crew members have been briefed that the lavatory smoke detection system is inoperative, b) The lavatory is placarded, INOPERATIVE – DO NOT ENTER, and c) In-flight service waste bags are not stored in the lavatory. NOTE: The above mentioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures. |

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| | | | 4. Remarks or Exceptions | | |
| 26 FIRE PROTECTION -05 Cargo Compartment Fire *** Detection System | C | - | 0 | <p>No change from FAA MMEL</p> <p>NOTE:</p> <p>Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.</p> | |

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| | | | 4. Remarks or Exceptions | | |
| 27 FLIGHT CONTROLS | | | | | |
| -02 Flap System | | | | | Deleted in Revision 9 Refer to FAA MMEL |
| -09 Control Wheel Trim Switches | | | | | Deleted in Revision 9 |

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| | | | | 4. Remarks or Exceptions | | |
| 30 | ICE AND RAIN PROTECTION | | | | | |
| -02 | Engine Inertial Ice Vane Actuator Motors | C | 4 | 2 | (O) | One actuator motor on each side may be inoperative provided aircraft is not operated in visible moisture below 10°C. |
| | | C | 4 | 2 | (O) | No change from FAA MMEL |
| | | C | 4 | 0 | (M) | No change from FAA MMEL. |
| -03 | Alternate Static Air Source Heater | C | 1 | 0 | | Except where enroute operations require its use, may be inoperative provided flight is not conducted in known or forecast icing conditions. |
| -13 | Pitot Heater | B | 2 | 1 | | Except where enroute operations require its use, one 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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| | | | | 4. | Remarks or Exceptions |
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| -01 | Clock with presentation of seconds | C | - | - | Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members. |
| -03 | Flight Data Recorder (FDR) | | | | |
| | FDR and CVR required by regulations | A | 1 | 0 | May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within three flight days. |
| | FDR only required by regulations | A | 1 | 0 | May be inoperative provided repairs are made within three flight days. |
| | FDR not required by regulations | D | 1 | 0 | |
| -01 | Digital FDR Recording Parameters required by regulations. | A | - | - | Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days. |
| -02 | 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 | | | | |
| -02 | Cockpit/Flight Deck/Flight Compartment and Instruments Lighting System | C | - | - | No change from FAA MMEL |
| | | D | - | 0 | May be inoperative for day operations. |
| | -01 Standby Attitude Indicator Internal Illumination | D | 1 | 0 | No change from FAA MMEL |
| | Sub-items -02 through -04 | | | | No change from FAA MMEL |
| -03 | Landing Lights | D | 2 | 0 | No change from FAA MMEL |
| | | C | 2 | 1 | No change from FAA MMEL |
| -08 | Taxi Light | D | 1 | 0 | No change from FAA MMEL |
| | | C | 1 | 0 | No change from FAA MMEL |
| -16 | Emergency Lighting, Internal | | | | Deleted in Revision 9 |
| -17 *** | Floor Proximity Emergency Escape Path Markings | | | | Deleted in Revision 9 |
| -18 | Fasten Seat Belt and No Smoking Signs | | | | Deleted in Revision 9 Refer to FAA MMEL item 25-18 |

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| | | | 4. Remarks or Exceptions | | |
| 34 NAVIGATION | | | | | |
| -01 Vertical Speed Indicators | C | 2 | 1 | One may be inoperative for day VMC. NOTE: No change from FAA MMEL. | |
| -04 Non-Stabilized Magnetic Compass | 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 | |

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| | | | 4. Remarks or Exceptions | |
| 34 NAVIGATION | | | | |
| -05 Navigation Equipment | | | | |
| -01 VOR/ILS | C | - | - | Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. |
| -02 LORAN, RNAV, INS, GPS, Omega/VLF, Doppler, FMS, MLS, TACAN | C | - | - | (O) May be inoperative provided alternate procedures are established and used. |
| | D | - | - | May be inoperative provided routine procedures do not require its use. |
| | | | | NOTE: GPS & GPS WAAS must be operational for G950 equipped aircraft with STC SA02309SE. |
| -07 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. |
| -10 Automatic Direction Finding Equipment (ADF) | | | | Deleted in Revision 9 Refer to FAA MMEL |

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| | | | | 4. Remarks or Exceptions |
| 34 | NAVIGATION | | | |
| -11 | Radio Altimeter | | | |
| -01 | Necessary for GPWS operation when GPWS is required by regulations | A | - 0 | May be inoperative provided: <ul style="list-style-type: none"> a) GPWS is considered inoperative, b) Alternate procedures are established and used, c) Landing minimums are not based on its use, and d) Repairs are made within three flight days. |
| -02 | Necessary for GPWS operation when GPWS is not required by regulations | C | - 0 | No change from FAA MMEL |
| -03 | Not necessary for GPWS | D | - 0 | Any in excess of those required by regulations may be inoperative. |
| -12 | Flight Director System | | | Deleted in Revision 9 Refer to FAA MMEL |

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| | | | 4. Remarks or Exceptions | | |
| 34 NAVIGATION | | | | | |
| -19 Terrain Awareness and Warning System (TAWS) Class A TAWS | | | | | |
| -01 GPWS | A | 1 | 0 | (O) | May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| a) Modes 1 to 4 | A | 4 | 0 | (O) | May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| b) Test Mode | A | 1 | 0 | | May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days. |
| c) Glideslope Deviation (Mode 5) | C | - | 1 | | |
| | B | - | 0 | | May be inoperative. |
| d) Advisory Callouts (Mode 6) *** | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used. |

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| | | | 4. Remarks or Exceptions | | |
| 34 | NAVIGATION | | | | |
| -19 | Terrain Awareness and Warning System (TAWS) Class A TAWS (cont'd) | | | | |
| | -01 GPWS (cont'd) | | | | |
| | e) Windshear Mode (Reactive) (Mode 7) *** | B | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. |
| | | C | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally. |
| | -02 Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | B | 1 | 0 | May be inoperative. |
| | -03 Terrain Displays *** | C | - | 1 | |
| | | B | - | 0 | May be inoperative. |
| | -04 Runway Awareness and Advisory System (RAAS) *** | C | 1 | 0 | May be inoperative. |

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| | | | 4. Remarks or Exceptions | | |
| 34 | NAVIGATION | | | | |
| -19 | Terrain Awareness and Warning System (TAWS) Class B TAWS | | | | |
| -01 | GPWS | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| | a) Modes 1 and 3 | A | 2 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. |
| | b) Test Mode | A | 1 | 0 | May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days. |
| | c) Modes 2, 4 and 5 *** | C | 3 | 0 | May be inoperative |
| | d) Advisory Callouts *** | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | e) Windshear Mode (Reactive) *** | C | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. |

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| | | | 4. Remarks or Exceptions | | |
| 34 | | | NAVIGATION | | |
| -19 | | | Terrain Awareness and Warning System (TAWS) Class B TAWS (cont'd) | | |
| -02 | B | 1 | 0 | May be inoperative. | |
| | | | Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | | |
| -03 | C | - | 0 | May be inoperative. | |
| | | | *** | | |
| -04 | C | 1 | 0 | May be inoperative. | |
| | | | Runway Awareness and Advisory System (RAAS) *** | | |
| -19 | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used. | |
| | | | Terrain Awareness and Warning System (TAWS) Class C TAWS | | |
| -19 | C | 1 | 0 | NOTE: Any mode that operates normally may be used. | |
| | | | Terrain Awareness and Warning System (TAWS) Class A or B TAWS Not Required | | |

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| | | | 4. Remarks or Exceptions | | |
| 34 NAVIGATION | | | | | |
| -24 Navigation Databases *** | | | | | |
| -01 Flight Management System | 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. |
| -02 Navigation Management System | 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. |

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| | | | 4. Remarks or Exceptions | | |
| 35 OXYGEN | | | | | |
| -01 Passenger Oxygen System | | | | | |
| -01 Entire System | B | 1 | 0 | (O) | May be inoperative provided: <ul style="list-style-type: none"> a) Minimum enroute altitude does not exceed 13,000 feet above MSL, b) Pressurization system operates normally, c) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and d) Passengers are appropriately briefed. |
| -02 Cargo Configuration | D | 1 | 0 | | May be inoperative provided: <ul style="list-style-type: none"> a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight. |
| | D | 1 | 0 | | May be inoperative provided all crew members are on the flight deck. |

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| | | | 4. Remarks or Exceptions | | |
| 35 OXYGEN | | | | | |
| -03 Passenger Oxygen Mask | D | - | 0 | No change from FAA MMEL | |
| -04 Protective Breathing Equipment (PBE) | D | - | - | (M)(O) Any in excess of those required by regulations may be inoperative or missing provided: 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. | |
| -05 Oxygen Cylinder Gauges (Copilot's Subpanel) | B | 2 | 0 | (O)(M) May be inoperative provided: a) Oxygen pressure is checked by direct reading before each flight, and b) Oxygen system is confirmed to operate normally. | |

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| | | | 4. Remarks or Exceptions | | |
| 35 OXYGEN | | | | | |
| -06 Portable Oxygen Dispensing Units (Bottle and Mask) | 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 portable oxygen dispensing 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 portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment. |

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| | | | | 4. Remarks or Exceptions |
| 38 WATER/WASTE | | | | |
| -01 Potable Water Systems *** | C | - | - | <p style="margin: 0;">No change from FAA MMEL</p> |
| | C | - | 0 | <p style="margin: 0;">(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. <p style="margin: 0;">NOTES:</p> <ul style="list-style-type: none"> 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed. |

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| | | | 4. Remarks or Exceptions | | |
| 38 WATER/WASTE | | | | | |
| -02 Lavatory Waste System *** | C | - | - | No change from FAA MMEL | |
| | C | 1 | 0 | (M) | May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER. NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed. |