



Transport
Canada

Transports
Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

CESSNA 208, 208B

MASTER MINIMUM EQUIPMENT LIST

**Chief, Flight Test
National Aircraft Certification
for Minister of Transport**

**March 22, 2021
Revision: 04**

Canada

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Nov. 10, 1997	I, II, III, IV, V, VI, 22-1, 23-1, 23-2, 25-1, 26-1, 30-1, 31-1, 34-1	
01	Sept. 15, 2003	All	
02	Dec. 10, 2014	All	
03	Jan. 11, 2019	I, II, III, IV, 23-1, 23-2 (deleted), 34-3, 34-4	
04	Mar. 22, 2021	I, II, III, IV, 23-1, 23-2, 25-1, 25-2, 25-3, 26-1, 31-1, 34-2, 34-3, 34-4, 34-5, 35-1	

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Reasons for Changes

General	Alignment with FAA MMEL Revision 12.
23-40-01	New item with Repair Interval Category (cat C) for sub-item -01 as per Guidance Book (GB) item 23-30-1.
25-20-02	Revised as per TC MMEL Global Change 12 Revision 1.
25-60-01	Revised Repair Interval Category of sub-item -03 as per FAA MMEL. Also, deleted (M) as it is already reflected in the MMEL (no need to repeat it in this TC MMEL Supplement). Added -03-10 and -03-20 as per FAA MMEL.
25-60-02	Added dispatch conditions to sub-items -01 and -02.
26-22-01	Minor editorial correction in item title to match FAA MMEL: replaced "Extinguishers" with "Extinguisher".
31-20-01	Revised item title as per FAA MMEL.
34-20-01	New item as per GB item 34-20-3.
34-22-02	Deleted.
34-44-02	Renumbered from 34-44-01 as per FAA MMEL. Revised -01-40. Deleted -01-45.
34-44-03	Renumbered from 34-44-02 and revised item title as per FAA MMEL. Deleted. Refer to FAA MMEL.
34-60-01	New item as per GB item 34-50-1.
34-61-01	New item as per GB item 34-50-1.
35-20-01	New item with Repair Interval Category (cat D) for -01-10 as per GB item 35-20-2.
35-30-01	New item as per GB item 35-30-2.

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CESSNA 208, 208B

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Cessna 208 and 208B aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 12 or later applicable revision).

The information contained herein supersedes the existing FAA Approved 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 Approved 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 Approved MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable regulations. 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 and symbols as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E).

This MMEL supplement uses the same format, definitions and symbols as the FAA Approved MMEL. 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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23 COMMUNICATIONS							
-40-01 Passenger Address (PA) System							
-01	Passenger Configuration	C	1	0		No change from FAA MMEL	
-02	Cargo Configuration	D	1	0			
-50-01 ***	Cockpit Voice Recorder (CVR)	D	1	0			
-50-02 ***	Flight Deck Headsets Earphone / Headphones and Boom Microphones						
-01	Headset Boom Microphones	D	-	0		May be inoperative provided associated hand microphone is installed and operates normally.	
-20	Headset Earphones / Headphones	C	-	1		No change from FAA MMEL.	
-02	Active Noise Canceling / Reduction Function	D	-	0		No change from FAA MMEL.	

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23 COMMUNICATIONS				
-50-05 Cockpit Speakers System (Including Audio Amp)	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.

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25	EQUIPMENT / FURNISHINGS				
-10-01	Flight Crew Seat (per seat)				
-01	Seat Back Angle Adjustment	B	1	0	No change from FAA MMEL.
-02	Armrest				No change from FAA MMEL.
-10		C	-	0	No change from FAA MMEL.
-20		C	-	0	(M) No change from FAA MMEL.
-03	Seat Height Adjustment	C	1	0	No change from FAA MMEL.
-20-02	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.

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25 EQUIPMENT/ FURNISHINGS					
-60-01 Emergency Locator Transmitter (ELT)	A	-	-		As required by regulations.
-01 Survival Type ELTs ***	D	-	-		No change from FAA MMEL.
-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.
-03 Remote ELT Switch	D	1	0		No change from FAA MMEL.
-10 ELT Indicator Light	D	-	0		
-20 ELT Aural Alarm	D	-	0		

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25	EQUIPMENT / FURNISHINGS						
-60-02 ***	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	-	0	(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.	
-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: a) Required distribution is maintained, and b) Procedures are established to alert crew members of missing or incomplete kits.	
-10	First Aid Kit Seal (Required First Aid Kits)	A	-	-		The seal affixed on the exterior of the first aid kit may be missing or broken provided: 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 content of the kit prior to departure, and d) Procedures are established 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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26 FIRE PROTECTION					
-22-01 Portable Fire Extinguisher		D	-	-	(O) Any in excess of those required by regulations may be inoperative or missing provided:
					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 on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and
					c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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					4.	Remarks or Exceptions	
27 FLIGHT CONTROLS							
-50-01 Flap Position Indicator		C	1	0	(O)	May be inoperative provided: a) Flaps are visually checked for full travel prior to each takeoff, b) Flap operation is not restricted, c) Flaps are visually checked for proper setting and no asymmetry prior to each takeoff, and d) A gated flap pre-select system is installed.	

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30 ICE AND RAIN PROTECTION					
-30-01 Pitot Heat					
-01 Left Side	A	1	0	(M)	May be inoperative provided: a) System is deactivated, b) Heater is not required by regulations, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, d) Aircraft is only operated day VMC, and e) Repairs are made within 3 flight days.
-02 Right Side *** (Non G600 / G1000)	B	1	0		No change from FAA MMEL.
-03 Right Side (G600 / G1000 Equipped Aircraft)	B	1	0		No change from FAA MMEL.

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31 INDICATING / RECORDING				
-20-01 Clock with Sweep Second Hand or Electric Digital Clock	C	-	-	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
-30-03 Flight Data Recorder (FDR) *** System	D	1	0	

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32 LANDING GEAR				
-42-01 Parking Brake System B		1	0	No change from FAA MMEL.

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33 LIGHTS				
-10-01 Cockpit and Instrument Lighting (Excluding button lights standby flight instrument lighting and internally lighted annunciators)	C	-	-	No change from FAA MMEL.
	D	-	0	May be inoperative for day operations.
-40-07 Wing Inspection Light	C	1	0	No change from FAA MMEL.
	C	1	0	May be inoperative for day operations.

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34	NAVIGATION						
-14-01	Analog Airspeed Indicator						
-01	Copilot Side (Non G600 / G1000 Only)	C	-	0		No change from FAA MMEL.	
-02	Standby						
-10	G1000	-	1	1		Must be operative.	
-20	G600	-	1	1		Must be operative.	
-14-02	Analog Vertical Speed Indicator (Non G1000 Only)	C	2	1		May be inoperative on the right side for single pilot operations.	
		A	2	0		Both may be inoperative for day VFR for one flight day.	
-16-01	Altitude Alerting System ***	A	1	0	(O)	Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days.	
-16-02	Analog Altimeter						
-01	Copilot Side (Non G600 / G1000 Only)	C	-	0		No change from FAA MMEL.	
-02	Standby						
-10	G1000	-	-	-		Must be operative.	
-20	G600	-	1	1		Must be operative.	

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34	NAVIGATION						
-20-01	Non-stabilized Magnetic Compass						
-01	G1000 Only	B	1	0		No change from FAA MMEL	
-02		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.	
-03		C	1	0		No change from FAA MMEL	
-22-02	Gyroscopic Directional Indicator Systems					Deleted in Revision 4	
-24-01	Gyroscopic Rate of Turn Indicator (Non G1000 Only)	C	2	0		May be inoperative for day VFR.	
		B	2	1		One may be inoperative on the pilot not-flying side.	
-24-02	Analog Slip Skid Indicator (Non G1000 Only)	C	2	0		May be inoperative for day VFR.	
		B	2	1		One may be inoperative on the pilot not-flying side.	

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34	NAVIGATION						
-44-02	Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System Class B TAWS Equipment Required						
-01	Ground Proximity Warning System	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
-10	Modes 1 & 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.	
-20	Test Mode	A	1	0		May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.	
-30	Modes 2, 4 & 5 ***	C	3	0			
-40	Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
-50	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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34 NAVIGATION				
-44-02 Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System Class B TAWS Equipment Required (cont'd)				
-02 Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03 Terrain Displays ***	C	-	0	
-04 Runway Awareness and Advisory System (RAAS) ***	C	1	0	
-05 Class C TAWS / GPWS Equipment ***	C	1	0	No change from FAA MMEL.
-44-03 Radar Altimeter				Deleted in Revision 4 Refer to FAA MMEL

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34	NAVIGATION				
-60-01 ***	Flight Management System (FMS)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided procedures do not require its use.
					NOTE: No change from FAA MMEL
	-01 Fuel Planning Function	C	-	0	
-61-01	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.

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35 OXYGEN				
-20-01 Oxygen System *** (Excluding Crew)	C	1	0	No change from FAA MMEL
-01 Cabin Mask				
-10	D	-	0	No change from FAA MMEL
-20	D	-	0	No change from FAA MMEL
-30-01 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.