



Transport
Canada

Transports
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

CESSNA MODELS 336/337 SERIES

MASTER MINIMUM EQUIPMENT LIST

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* /

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

**September 09, 2019
Revision: 01**

Canada 

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TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: I
Revision 01
Sep. 09, 2019

CESSNA MODELS 336/337 SERIES

List of Effective Pages

Title Page

List of Effective Pages	I	Revision 01	Sep. 09, 2019
-------------------------	---	-------------	---------------

Log of Revisions	II	Revision 01	Sep. 09, 2019
------------------	----	-------------	---------------

Reasons for Changes	III	Revision 01	Sep. 09, 2019
---------------------	-----	-------------	---------------

IV	Revision 01	Sep. 09, 2019
----	-------------	---------------

Introduction	V	Revision 01	Sep. 09, 2019
--------------	---	-------------	---------------

Pages	21-1	Revision 01	Sep. 09, 2019
-------	------	-------------	---------------

21-2	Revision 01	Sep. 09, 2019
------	-------------	---------------

23-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

25-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

25-2	Revision 01	Sep. 09, 2019
------	-------------	---------------

25-3	Revision 01	Sep. 09, 2019
------	-------------	---------------

25-4	Revision 01	Sep. 09, 2019
------	-------------	---------------

26-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

27-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

28-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

30-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

31-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

32-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

33-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

34-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

34-2	Revision 01	Sep. 09, 2019
------	-------------	---------------

34-3	Revision 01	Sep. 09, 2019
------	-------------	---------------

35-1	Revision 01	Sep. 09, 2019
------	-------------	---------------

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

CESSNA MODELS 336/337 SERIES

Page: II
Revision 01
Sep. 09, 2019

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Sep. 17, 2003	All	
01	Sep. 09, 2019	All	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: III
Revision 01
Sep. 09, 2019

CESSNA MODELS 336/337 SERIES

Reasons for Changes

General	<ol style="list-style-type: none">1. Revision 01 to this TC MMEL Supplement (TCS) is in alignment with the following documents:<ol style="list-style-type: none">a. FAA MMEL Revision 6b. TC MMEL Guidance Book (GB) Revision 7c. TC MMEL Global Change 112. All pages have been reformatted and re-dated.
Item No.	
21-3	Added altitude restriction to second relief as per GB item 21-30-5.
21-4	Replaced “indicator” with “indication” in first relief of 1) and 2). Added altitude restriction to unpressurized cases (second relief of 1) and 2)) as per GB items 21-30-3 and 21-30-6. Added missing Repair Interval Category and Numbers Installed/Required to second relief of 2).
21-6	New item as per GB item 21-30-2. Proviso c) as per FAA MMEL.
21-7	New item as per GB item 21-30-2.
23-1	Revised item title as per FAA MMEL. Revised relief as per GB item 23-10-1. Deleted second relief.
25-2	New item with Repair Interval Category as per GB item 25-20-3 and dispatch conditions as per FAA MMEL.
25-4	Revised as per GB item 25-60-1.
25-5	New item as per GB item 25-20-1.
25-6	Revised as per GB item 25-60-2.
26-1	Added (M). Deleted “on each deck” from proviso b). Added “and used” to proviso c).
27-2	Deleted. Refer to FAA MMEL.
28-1	Deleted. Refer to FAA MMEL.
30-4	Renumbered from 30-5 and deleted. Refer to FAA MMEL.
31-1	Revised item title as per FAA MMEL.
32-1	Deleted.
33-2	Corrected typos in item title as well as first relief.
33-3	Revised Repair Interval Category of second relief as per GB item 33-40-2.
33-4	New item as per GB item 33-40-1.
33-5	Revised Repair Interval Category of second relief as per GB item 33-40-4.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

CESSNA MODELS 336/337 SERIES

Page: IV
Revision 01
Sep. 09, 2019

Reasons for Changes (cont'd)

Item No.

- | | |
|--------------|---|
| 33-6 | New item as per GB item 33-40-1. |
| 33-7 | Revised as per FAA PL 72 Revision 4. |
| 34-2 | Added Note as per GB item 34-20-2. |
| 34-3 | Deleted. Refer to FAA MMEL. |
| 34-5 | Reformatted to address VOR/ILS and other navigation equipment as separate sub-items.
Revised as per GB item 34-50-1. |
| 34-6 | New item as per GB item 34-40-1. |
| 34-8 | Deleted. Refer to FAA MMEL. |
| 34-11 | Reformatted. Added (O) to first relief. |
| 34-12 | New item as per TC MMEL Global Change 11. |
| 34-14 | Revised Repair Interval Category as per TC MMEL Global Change 11. Deleted Note. |
| 34-15 | Revised dispatch conditions of second relief as per GB item 34-20-3. |
| 35-1 | Deleted former proviso b) of first relief. Revised Repair Interval Category of second relief as per GB item 35-20-1. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Page: V
Revision 01
Sep. 09, 2019

CESSNA MODELS 336/337 SERIES

Reasons for Changes

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Cessna 336/337 Series aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No.6, 07/23/1992 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 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
National Aircraft Certification

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 01		Page:	
CESSNA MODELS 336/337 SERIES				Date: Sep. 09, 2019		21-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21 AIR CONDITIONING							
3. Cabin Rate of Climb Indicator		C	1	0		May be inoperative provided all other instruments and functions of the pressurization system are operative.	
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL.	
4. Cabin Altitude/Differential Pressure Indicator							
1) Cabin Altitude Indication		C	1	0	(O)	May be inoperative provided:	
						a) The cabin differential pressure indication is operative, and	
						b) A chart is provided to convert cabin differential pressure 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.	
2) Differential Pressure Indication		C	1	0	(O)	May be inoperative provided:	
						a) The cabin altitude indication is operative, and	
						b) A chart is provided to convert cabin altitude 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.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES			Revision No. 01 Date: Sep. 09, 2019		Page: 21-2
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
21	AIR CONDITIONING				
6. Outflow Valve	C	1	0	(M)(O)	May be inoperative provided: a) Affected valve is secured OPEN, b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, c) The dump valve is open, and d) Extended overwater operations are prohibited.
7. Safety Valve (Dump)	C	1	0	(M)(O)	May be inoperative provided: a) Affected valve is secured OPEN, b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and c) Extended overwater operations are prohibited.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES			Revision No. 01 Date: Sep. 09, 2019		Page: 23-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
	1. Communications Equipment (VHF, HF, UHF)	D	-	-	Any in excess of those required by regulations may be inoperative.
	3. Cockpit Speaker	C	1	0	May be inoperative provided: a) Procedures are not dependent on its 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES			Revision No. 01 Date: Sep. 09, 2019		Page: 25-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS				
	2. Passenger Seats	D	-	0	No change from FAA MMEL
	4. Emergency Locator Transmitter (ELT)				
	1) Fixed ELT	A	1	-	(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.
	2) Survival Type ELTs	D	-	-	Any in excess of those required by regulations may be inoperative or missing.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 25-2
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS			
	5. Passenger Convenience/ *** NEF Items			
	1) Passenger Convenience Items	-	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 "INOPERATIVE – 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>

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 25-3
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
25	EQUIPMENT/ FURNISHINGS			
	5. 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES				Revision No. 01 Date: Sep. 09, 2019		Page: 25-4	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS							
6. First Aid Kit (FAK)		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.	
1) First Aid Kit Seal (Required First Aid Kit)		A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days 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 and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).	
8. Pilot Seat Adjustments		C	-	-	(M)	Vertical and fore/aft adjustment may be inoperative provided the seat is secured in a position to meet individual pilot requirements.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 26-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
26	FIRE PROTECTION			
	1. Portable Fire Extinguishers	D	-	-
			(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: <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, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 27-1
System & Sequence Numbers	1.	2.	Number Installed	
			3. Number Required for Dispatch	
			4. Remarks or Exceptions	
27	FLIGHT CONTROLS		Deleted in Revision 1 Refer to FAA MMEL	
	2. Wing Flap Position Indicator			

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 28-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
28	FUEL			
	1. Fuel Quantity Indicators			Deleted in Revision 1 Refer to FAA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 30-1
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
30	ICE AND RAIN PROTECTION			
3.	Pitot Heater and Stall Warning Vane Heater System	B	2	1
				Except where enroute operations require its use, may be inoperative provided: 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.
4.	Windshield Anti-ice System			
				Deleted in Revision 1 Refer to FAA MMEL

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 31-1
System & Sequence Numbers		1.	2.	3. Number Installed
				3. Number Required for Dispatch
				4. Remarks or Exceptions
31	INDICATING/ RECORDING SYSTEMS			
	1. 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 32-1	
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
32 LANDING GEAR					
1. Parking Brake				Deleted in Revision 1	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES				Revision No. 01 Date: Sep. 09, 2019		Page: 33-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
33 LIGHTS						
2.	Cockpit and Instrument Light System	C	-	-		No change from FAA MMEL
		D	-	0		May be inoperative for day operations.
3.	Anti-Collision Beacon Light System	C	1	0		May be inoperative provided the strobe light system is operative.
		C	1	0		May be inoperative for day operations.
4.	Landing Light	D	1	0		May be inoperative for day operations.
5.	Strobe Light System	C	1	0		May be inoperative provided the beacon light system is operative.
		C	1	0		May be inoperative for day operations.
6.	Taxi Light	D	1	0		May be inoperative for day operations.
7.	Ice Detector Light	C	1	0		May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 34-1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34	NAVIGATION				
	2. Gyroscopic Rate of Turn/Slip Skid Indicators	C	1	0	May be inoperative for day VFR. NOTE: Does not include VFR OTT.
	3. Vertical Speed Indicators				Deleted in Revision 1 Refer to FAA MMEL
	5. 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
	2) LORAN, OMEGA/VLF, GPS, INS, DOPPLER, RNAV	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided routine procedures do not require its use.
	3) Navigation Databases	C	-	-	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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES				Revision No. 01 Date: Sep. 09, 2019		Page: 34-2
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
34	NAVIGATION					
6.	Weather Radar/ Thunderstorm Detection Equipment	D	1	-		Any in excess of those required by regulations may be inoperative.
8.	Altitude Alerter					Deleted in Revision 1 Refer to FAA MMEL
11.	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.
12.	DME	D	-	-		Any in excess of those required by regulations may be inoperative.
14.	ADF	D	-	-		Any in excess of those required by regulations may be inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES				Revision No. 01 Date: Sep. 09, 2019		Page: 34-3
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
34	NAVIGATION					
	15. 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

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: CESSNA MODELS 336/337 SERIES		Revision No. 01 Date: Sep. 09, 2019		Page: 35-1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
35 OXYGEN					
1. Oxygen System (Passenger) ***		B	1	0	(O) May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 feet above MSL, b) Pressurization system is operative, 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.
		D	1	0	May be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.