



Transport
Canada

Transports
Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

CESSNA MODELS

401, 402, 404, 411

MASTER MINIMUM EQUIPMENT LIST

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Chief, Flight Test
National Aircraft Certification
for Minister of Transport

April 12, 2019
Revision: 01

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Original	Jan. 28, 2004	All	
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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 9ab. TC MMEL Guidance Book (GB) Revision 7c. TC MMEL Global Changes 6 and 112. All pages have been reformatted and re-dated.
Item No.	
22-10-01	Renumbered (from 22-4) and revised as per GB item 22-10-2.
22-10-03	Renumbered (from 22-1) and deleted. Refer to FAA MMEL.
22-3 (previous)	Deleted and removed from TCS.
23-12-01	Renumbered (from 23-1) and deleted. Refer to FAA MMEL.
23-50-03	Renumbered (from 23-3) and revised item title as per FAA MMEL. Minor editorial changes in dispatch conditions to reflect a single speaker as opposed to speakers.
23-50-05	New item as per FAA MMEL, except that MMEL sub-item -01B is not applicable to Canadian operators.
23-70-01	New item as per GB item 23-70-1.
25-10-05	Renumbered (from 25-9) and revised as per GB item 25-10-2.
25-20-05	Renumbered (from 25-5) and revised as per GB item 25-20-1.
25-20-06	Renumbered (from 25-2) and reformatted as per FAA MMEL. Repair Interval Category (cat C) of sub-item -02B as per TC Engineering assessment (dispatch without maintenance procedure to secure seat).
25-60-03	New item. Sub-item -02 as per TC MMEL Global Change 6. Sub-item -03 (previous item 25-6) as per GB item 25-60-2.
25-62-01	Renumbered (from 25-4), reformatted as per FAA MMEL, and revised as per GB item 25-60-1.
25-8 (previous)	Deleted and removed from TCS.
25-10 (previous)	Deleted and removed from TCS.
25-11 (previous)	Deleted and removed from TCS.
26-22-01	Renumbered (from 26-1) and revised Number Required as per FAA MMEL.
27-6 (previous)	Deleted and removed from TCS.

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28-41-01	Renumbered (from 28-2), revised item title and Number Installed as per FAA MMEL.
28-41-02	Renumbered (from 28-1), revised item title, and deleted. Refer to FAA MMEL.
30-30-03	Renumbered (from 30-1) and revised Number Installed as per FAA MMEL.
30-30-04	Renumbered (from 30-8) and revised Number Installed as per FAA MMEL.
30-40-02	Renumbered (from 30-3), revised item title, and deleted. Refer to FAA MMEL.
31-20-02	Renumbered (from 31-1) and revised Number Installed/Required as per FAA MMEL.
31-30-03	New item as per GB item 31-30-1.
33-10-01	Renumbered (from 33-5) and revised item title as per FAA MMEL.
33-40-01	Renumbered (from 33-1) and deleted. Refer to FAA MMEL.
33-2 (previous)	Deleted and removed from TCS.
33-40-03	New item as per GB Item 33-40-1.
33-40-08	Renumbered (from 33-7), revised item title, and deleted. Refer to FAA MMEL.
33-40-09	New item as per GB Item 33-40-1.
33-40-10	Renumbered (from 33-8), revised item title, and deleted. Refer to FAA MMEL.
34-13-01	Renumbered (from 34-6) and deleted. Refer to FAA MMEL.
34-14-01	Renumbered (from 34-2) and revised Number Installed as per FAA MMEL.
34-16-01	Renumbered (from 34-8), revised item title and deleted. Refer to FAA MMEL.
34-16-02	Renumbered (from 34-1), revised item title and Number Installed as per FAA MMEL.
34-21-01	Renumbered (from 34-3), revised item title and Number Installed as per FAA MMEL. Added Note as per FAA MMEL.
34-22-03	Renumbered (from 34-4) and revised Number Installed as per FAA MMEL. Minor editorial change in item title. Deleted sub-items 1) and 2).
34-23-01	Renumbered (from 34-17) and reformatted as per FAA MMEL. Revised Number Installed/Required of third relief as per FAA MMEL.
34-24-01	Renumbered (from 34-5) and revised item title as per FAA MMEL. Revised relief as per GB item 34-20-2.
34-25-03	Renumbered (from 34-7), revised item title and deleted. Refer to FAA MMEL.
34-34-01	Renumbered (from 34-14), revised item title, and reformatted. Added (O) in first relief.
34-42-01	Renumbered (from 34-11) and revised item title as per FAA MMEL.
34-44-01	Renumbered (from 34-9), revised item title and deleted. Refer to FAA MMEL.
34-44-03	Renumbered (from 34-20), revised item title and deleted. Refer to FAA MMEL.

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Item No.

- | | |
|-----------------|---|
| 34-51-01 | Renumbered (from 34-15), revised item title and deleted. Refer to FAA MMEL. |
| 34-52-01 | Renumbered (from 34-10) and deleted. Refer to FAA MMEL. |
| 34-54-01 | Moved from former item 34-13 and revised as per GB item 34-50-1. |
| 34-55-01 | Renumbered (from 34-17) and revised item title as per FAA MMEL. Revised Number Installed/Required and deleted Note as per TC MMEL Global Change 11. |
| 34-57-01 | Moved from former item 34-12, revised item title, and reformatted. Added (O) in first relief. Added Notes as per FAA MMEL. |
| 34-60-02 | New item. Relief as per GB item 34-50-1 and Note as per FAA MMEL. |
| 34-61-01 | Moved from former item 34-12, revised item title, and revised as per GB item 34-50-1. |
| 35-20-01 | Renumbered (from 35-1) and revised item title as per FAA MMEL. Deleted previous provisos b) and c). Added new proviso d) as per GB item 35-20-1. |
| 35-30-02 | New item as per GB item 35-30-2. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CESSNA MODELS 401, 402, 404, 411.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 9a 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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					4. Remarks or Exceptions
22 AUTO FLIGHT					
10-01	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) 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	No change from FAA MMEL
10-03	Autopilot System				Deleted in Revision 1 Refer to FAA MMEL

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23	COMMUNICATIONS				
12-01	Very High Frequency (VHF) Communication System				Deleted in Revision 1 Refer to FAA MMEL
50-03	Cockpit Overhead Communication 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 speaker must be audible through the headsets, and d) A spare headset must be readily available for crew use.
50-05	Cockpit Headset and Boom Microphone	D	-	-	No change from FAA MMEL
-01	Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-02	Headset Earphones/ Headphones	C	-	1	No change from FAA MMEL
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	No change from FAA MMEL

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23 COMMUNICATIONS						
70-01 Cockpit Voice Recorder (CVR)						
-00A	CVR and FDR required by regulations	A	1	0		May be inoperative provided: a) The Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
-00B	CVR only required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.
-00C	CVR not required by regulations	D	1	0		
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		

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25 EQUIPMENT/ FURNISHINGS						
10-05 Flight Crew Seat (Per seat)						
-01A	Armrest	C	-	0		No change from FAA MMEL
-01B	Armrest	C	-	0		No change from FAA MMEL
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	B	1	0		No change from FAA MMEL
-04 ***	Restraint Buckle Protective Padding	D	1	0		No change from FAA MMEL
-06	Vertical Adjustment	C	1	0		No change from FAA MMEL
-07	Copilot Seat Belt / Shoulder Harness	C	1	0		No change from FAA MMEL

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25	EQUIPMENT/ FURNISHINGS			
20-05 ***	Passenger Convenience/ NEF Items			<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 -02 (NEF) only.</p>
-01	Passenger Convenience Items	-	0	<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				
20-05 ***	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.	
20-06	Passenger Seat (Per seat)	D	-	0	No change from FAA MMEL
-02A	Seat Controls	D	-	0	No change from FAA MMEL
-02B	Seat Controls	C	-	0	No change from FAA MMEL
-02C	Seat Controls	D	-	0	No change from FAA MMEL
-03	Seat Belt / Shoulder Harness	D	-	0	No change from FAA MMEL
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	
-07 ***	Under-seat Baggage Restraining Bar	C	-	0	No change from FAA MMEL

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25	EQUIPMENT/ FURNISHINGS					
60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes 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) (Includes 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.
-03	First Aid Kit (FAK) (Includes 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			
60-03	Emergency Medical Equipment (cont'd)			
-03	First Aid Kit (FAK) (Includes associated equipment) (cont'd)			
-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:
				a) First aid kit is fully equipped or the kit has a maximum of one missing item,
				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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25	EQUIPMENT/ FURNISHINGS				
62-01	Emergency Locator Transmitter (ELT)				
-01	Survival Type	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-02	Fixed, Automatic	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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26 FIRE PROTECTION				
22-01 Portable Fire Extinguisher	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> 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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System & Sequence Numbers		1.	2.	Number Installed	
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28	FUEL				
41-01 ***	Fuel Low Level Indicating System (Warning Lights)	C	-	0	May be inoperative provided both Fuel Quantity Indicating Systems are operative.
41-02	Fuel Quantity Indicating System				Deleted in Revision 1 Refer to FAA MMEL

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30 ICE AND RAIN PROTECTION					
30-03 Pitot Tube Heater	B	-	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. 	
30-04 Static Port Heater	B	-	0	Except where enroute operations require its use, may be inoperative provided flight is not conducted in known or forecast icing conditions.	
40-02 Windshield Electric Anti-Ice System				Deleted in Revision 1 Refer to FAA MMEL	

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31	INDICATING/ RECORDING SYSTEMS				
20-02	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) ***				
-00A	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.
-00B	FDR only required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
-00C	FDR not required by regulations	D	1	0	
-01A	FDR recording parameters required by regulations	A	-	-	No change from FAA MMEL
-01B	FDR recording parameters not required by regulations	A	-	-	No change from FAA MMEL

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33		LIGHTS				
10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)	C	-	-		No change from FAA MMEL
		D	-	0		May be inoperative for day operations.
40-01	Anti-Collision Light System					Deleted in Revision 1 Refer to FAA MMEL
40-03	Landing Light	C	-	-		As required by regulations.
		D	-	0		May be inoperative for day operations.
40-08	Tail Flood Light ***					Deleted in Revision 1 Refer to FAA MMEL
40-09	Taxi Light ***	C	-	0		
		D	-	0		May be inoperative for day operations.
40-10	Wing Inspection Light					Deleted in Revision 1 Refer to FAA MMEL

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34	NAVIGATION				
13-01	Vertical Speed Indicator				Deleted in Revision 1 Refer to FAA MMEL
14-01	Airspeed Indicator	B	-	1	May be inoperative on right side for single pilot operations. NOTE: No change from FAA MMEL
16-01	Altitude Alerting System				Deleted in Revision 1 Refer to FAA MMEL
16-02	Mechanical Barometric Altimeter (Including sensitive altimeter)	B	-	1	May be inoperative on right side for single pilot operations. NOTE: No change from FAA MMEL
21-01	Gyroscopic Attitude Indicator	B	-	1	May be inoperative on right side for single pilot operations. NOTE: No change from FAA MMEL
22-03	Gyroscopic Directional Indicator	B	-	1	May be inoperative on right side for single pilot operations.

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34 NAVIGATION				
23-01 Non-stabilized Magnetic Compass				
-00A	B	1	0	No change from FAA MMEL
-00B	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.
-00C	C	1	0	No change from FAA MMEL
24-01 Mechanical Slip/Skid Indicator				
-00A	C	-	0	May be inoperative for day VFR. NOTE: Does not include VFT OTT.
-00B	B	-	1	May be inoperative on the pilot not-flying side.
25-03 Flight Director System ***				Deleted in Revision 1 Refer to FAA MMEL

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34 NAVIGATION				
34-01 Marker Beacon Receiver System				
-00A	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-00B	D	-	-	May be inoperative provided routine procedures do not require its use.
42-01 Weather Radar System	D	1	0	Any in excess of those required by regulations may be inoperative.
44-01 Radio Altimeter System ***				Deleted in Revision 1 Refer to FAA MMEL
44-03 Terrain Awareness and Warning System (TAWS) *** (Class A or B TAWS not required)				Deleted in Revision 1 Refer to FAA MMEL
51-01 Distance Measuring Equipment (DME)				Deleted in Revision 1 Refer to FAA MMEL
52-01 ATC Transponder and Automatic Altitude Reporting System				Deleted in Revision 1 Refer to FAA MMEL

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Aircraft: CESSNA MODELS 401, 402, 404, 411				Revision 01 Date: Apr. 12, 2019		Page: 34-4
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
34 NAVIGATION						
54-01	Very High Frequency Omni Range (VOR) System	C	-	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
55-01 ***	Automatic Direction Finder (ADF)	D	-	-		Any in excess of those required by regulations may be inoperative.
57-01	Global Navigation Satellite System (GNSS) (Including SBAS)					
-00A		C	-	-	(O)	May be inoperative provided alternate procedures are established and used.
-00B		D	-	-		May be inoperative provided routine procedures do not require its use.
						NOTE 1 and 2: No change from FAA MMEL
60-02	Flight Management System (FMS)					
-00A		C	-	-	(O)	May be inoperative provided alternate procedures are established and used.
-00B		D	-	-		May be inoperative provided routine procedures do not require its use.
						NOTE: No change from FAA MMEL

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Aircraft: CESSNA MODELS 401, 402, 404, 411		Revision 01 Date: Apr. 12, 2019		Page: 34-5
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
34	NAVIGATION			
61-01	Navigation Database	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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Aircraft: CESSNA MODELS 401, 402, 404, 411			Revision 01 Date: Apr. 12, 2019		Page: 35-1
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
35 OXYGEN					
20-01 ***	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 feet above MSL, b) Flight remains at or below FL 250, 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.

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Aircraft: CESSNA MODELS 401, 402, 404, 411		Revision 01 Date: Apr. 12, 2019		Page: 35-2
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35	OXYGEN			
30-02 ***	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.