

TRANSPORT CANADA

ORIGINAL

MMEL SUPPLEMENT

TO

MASTER MINIMUM EQUIPMENT LIST

CESSNA 421C (TURBOPROP)

W. R. Jupp
Chief
Aircraft Certification Flight Test
for Minister of Transport

Apr. 28, 2004

Revision: Original

TRANSPORT CANADA

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MMEL SUPPLEMENT

TO

MASTER MINIMUM EQUIPMENT LIST

CESSNA (TURBOPROP) 421C
STC SA1361SO

Original signed by:

J.C.T. Martin

For

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

Apr. 28, 2004

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Reasons for Changes

- 21-1 Manual Dump System – relief and repair category per Guidance Book (GB) item 21.7.
- 21-2 Cabin Altitude/Pressure Differential Indicator – C repair category for unpressurized flight changed to D category and use of conversion chart added to both sub-items..
- 21-5 Cabin Rate of Climb – relief and repair category per GB item 21.4.
- 22-1 Autopilot System – relief and repair category per GB item 22.3.
- 22-3 Autopilot Disconnected Warning System – relief and repair category consistent with GB Item 22.2.
- 22-4 Autopilot Disconnect Switches - relief and repair category consistent with GB Item 22.1.
- 23-1 Communication Systems (VHF, HF, UHF) – relief for No. 2 VHF added.
- 23-22 Cockpit Speakers – relief per GB item 23.5.
- 23-4 Passenger Address System – relief per GB item 23.9.
- 23-6 Boom Sets – relief per GB item 23.7.
- 25-2 Passenger Seats – Underseat Baggage Restraining Bars relief added.
- 25-4 Emergency Locator Transmitter (ELT) – repair category and provisos from CAR 605.39 introduced. The (M) procedure will detail the repair requirements specified in the CAR.
- 25-5 First Aid Kits – relief in GB item 25.14 added.
- 25-6 Passenger Convenience Items – NOTES from GB item 25.8 added.
- 25-8 “Fasten Seat Belt While Seated”, Signs or Placards – relief in GB item 25.3 added.
- 25-9 Pilot Seat Adjustments – relief in GB item 25.10 added.
- 25-10 Exterior Lavatory Door Ashtray – relief in GB item 25.16 added.
- 25-11 Lavatory NO SMOKING Placard – mandatory placard with no relief; however alternate dispatch conditions offered.
- 26-1 Portable Fire Extinguishers – revised item with # required for dispatch and provisos from GB item 26.7.
- 27-2 Flap Position Indicator – relief per GB item 27.4 added.
- 27-7 Rudder Pedal Adjustment – relief in GB item 27.7 added.
- 28-1 Fuel Quantity Indicators – proviso added per GB item 28.1.
- 28-2 Fuel Low Level Annunciator Lights – proviso added.
- 30-1 Pitot Heaters – item with relief in GB item 30.5 added.
- 30-3 Heated Windshield System – item with relief in GB item 30.12 added.

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Reasons for Changes (cont'd)

- 30-8 Static Port Heater – item with relief in GB item 30.8 added..
- 31-2 Clock – relief per GB item 31.1 added.
- 33-1 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System – relief and repair category added per GB item 33.1.
- 33-4 Anti-collision Beacon Light System – relief and repair category in GB item 33.7 added.
- 33-9 Logo Lights – relief and repair category in GB item 33.5 added.
- 33-10 Wing Ice Lights – relief and repair category in GB item 33.12 added.
- 34-1 Altimeters Adjustable for Barometric Pressure – Basic T instruments must be operative if pilot on duty occupies right seat.
- 34-2 Airspeed Indicators – Basic T instruments must be operative if pilot on duty occupies right seat.
- 34-3 Gyroscopic Pitch and Bank Indicators – Basic T instruments must be operative if pilot on duty occupies right seat.
- 34-4 Gyroscopic Rate of Turn/Slip Skid Indicators – item with relief and repair category in GB item 34.3 added.
- 34-5 Gyroscopic Directional Indicators – Basic T instruments must be operative if pilot on duty occupies right seat. Relief for compass magnetic and free gyro modes added.
- 34-6 Vertical Speed Indicators – item with relief and repair category in GB item 34.11 added.
- 34-7 ATC Transponder and Automatic Altitude Reporting Systems – relief and repair category in GB item 34-9 added..
- 34-8 Navigation Equipment – relief and repair category in GB item 34-6 added. NOTE added to VOR/ILS relief.
- 34-9 Weather Radar /Thunderstorm Detection Equipment – item with relief and repair category in GB item 34.12 added.
- 34-10 Marker Beacon – relief and repair category in GB item 34-6 added...
- 34-12 Radio Altimeter – relief and repair category in GB item 34-8 added.
- 34-14 DME – relief and repair category in GB item 34-6 added..
- 34-15 Standby Attitude Indicator – relief per GB item 34.3.
- 34-16 ADF – relief, NOTE and repair category in GB item 34-6 added..
- 34-19 Non-Stabilized Magnetic Compass – use of TSO'd GPS in GB item 34.5 added.

Reasons for Changes (cont'd)

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- 34-22 Ground Proximity Warning System – item with relief and repair category in GB item 34.4 added.
- 35-1 Oxygen System (Passengers) – item with relief and repair category in GB item 35.3 added.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CESSNA (TURBOPROP) 421C STC SA1361SO.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 4, 11/14/96 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
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330 Sparks St.
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System & Sequence Numbers		1.	2.	Number Installed			
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21	AIR CONDITIONING						
1.	Manual Dump System	C	1	0	(M)(O)	May be inoperative provided: a) Dump Valve is secured open, b) Aircraft is operated unpressurized, c) Aircraft is operated at or below 10,000 feet MSL, and d) Extended overwater operations are not conducted.	
2.	Cabin Altitude/Pressure Differential Indicator						
	1) Cabin Altitude Indication	C	1	0	(O)	May be inoperative provided: a) Cabin Differential Pressure Indicator operates normally, b) A chart is provided to convert cabin differential pressure to cabin altitude, and c) Cabin Altitude Warning System operates normally.	
		D	1	0		May be inoperative for unpressurized flight.	
	2) Cabin Differential Pressure Indicator	C	1	0	(O)	May be inoperative provided: a) Cabin altitude indicator operates normally, b) A chart is provided to convert cabin altitude to cabin differential pressure, and c) Cabin Altitude Warning System operates normally.	
		D	1	0		May be inoperative for unpressurized flight.	

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21 AIR CONDITIONING							
3. Cabin Rate of Climb			C	1	0	No change from FAA MMEL	
			D	1	0	No change from FAA MMEL	

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22	AUTO FLIGHT						
1.	Autopilot System	B.	1	0		May be inoperative except where enroute operations require its use.	
3.	Autopilot Disconnected Warning System	B	1	0		May be inoperative provided autopilot is not used.	
4.	Autopilot Disconnect Switches	C	2	1		One may be inoperative provided: a) Autopilot is not used below initial approach altitude, and b) Pilot flying has the operative disengage switch.	
		B	2	0		Both may be inoperative provided autopilot is not used.	

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23	COMMUNICATIONS							
1.	Communication Systems (VHF, HF, UHF)	D	-	2			Any in excess of those required by regulation and not powered by a standby or emergency bus and not required for emergency procedures may be inoperative.	
	1) VHF Comm	B	-	1			No. 2 VHF may be inoperative provided HF is installed and operative.	
2.	Cockpit Speakers	C	1	0			May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.	
4.	Passenger Address System							
	1) Passenger Configuration	B	1	0			No change from FAA MMEL	
		A	1	0	(O)		May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.	
	2) Cargo Configuration	D	1	0			May be inoperative provided all crew members are on the flight deck.	

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23 COMMUNICATIONS 6. Boom Sets 1) Headset Function 2) Mike Function	C	-	-	<div style="margin-top: 100px;"> Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used. </div> <div style="margin-top: 100px;"> No change from FAA MMEL </div>

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25	EQUIPMENT/ FURNISHINGS							
2.	Passenger Seats	C	-	0		No change from FAA MMEL NOTES: No change from FAA MMEL		
	1) Recline Mechanism	D	-	-	(M)	May be inoperative provided the seat is secured in the upright position.		
	2) Underseat Baggage Restraint Bars	C	-	-	(O)	May be inoperative or missing provided: a) Baggage is not stowed under associated seat or seat assembly, b) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew members of inoperative or missing restraining bar.		
4.	Emergency Locator Transmitter (ELT)	A	1	0	(M)	May be inoperative provided: a) Placard is displayed in flight deck indicating date ELT was removed, and b) Repair or replacement is made within 30 calendar days.		

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25	EQUIPMENT/ FURNISHINGS						
5.	First Aid Kits	D	1	0	(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	B	1	0	(O)	The seal affixed on the exterior of the first aid kit may be missing or broken 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 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				
5. 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, ash trays, 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 air carrier's MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> Exterior lavatory door ash trays are not considered convenience items. 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". Movie equipment individual screens, if applicable, must be capable of being stowed, and 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.

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25	EQUIPMENT/ FURNISHINGS						
8. ***	“Fasten Seat Belt While Seated”, Signs or Placards	C	-	-		One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	
9.	Pilot Seat Adjustments	C	-	-		Vertical and fore/aft adjustment may be inoperative provided the seat is secured in a position to meet individual pilot requirements.	
10.	Exterior Lavatory Door Ashtray	B	1	0		May be missing. NOTE: The repair category for this item, resulting from an AD, cannot be extended.	
11	Lavatory NO SMOKING Placard		1	1		Must be operative. NOTE: A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.	

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26	FIRE PROTECTION						
1.	Portable Fire Extinguishers	D	-	2	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin and flight deck, and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERAT1 of 1 b) Required distribution is maintained in the passenger compartment and flight deck and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.	

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27	FLIGHT CONTROLS				
2.	Flap Position Indicator	C	1	0	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.
5.	Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided: a) The rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.

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28	FUEL						
1.	Fuel Quantity Indicators	C	2	1	(M)(O)	One may be inoperative provided: a) Both fuel tanks are completely filled with fuel, b) Both Fuel Flow Indicators are operative, and c) The low level warning is operative.	
2.	Fuel Low Level Annunciator Lights	C	2	0		May be inoperative provided both Fuel Quantity Indicating Systems are operative.	

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30 ICE AND RAIN PROTECTION					
1.	Pitot Heaters	B	2	1	Except where enroute operations require its use, one 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.
3.	Heated Windshield System	C	1	0	(M) One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Cabin Heat Defrost System operates normally, and c) Associated window heat is deactivated.
8.	Static Port Heater	B	1	0	Except where enroute operations require its use, may be inoperative provided flight is not conducted in known or forecast icing conditions.

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31	INDICATING/ RECORDING SYSTEMS				
1.	Clock with sweep second hand, or electric digital clock	C	1	0	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3. ***	Flight Data Recorder				
	1) If FDR and CVR required by regulations	A	1	0	(O) May be inoperative provided: a) Cockpit Voice Recorder is verified operative, and b) Repairs are made within three flight days.
	2) If only FDR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
	3) If FDR not required by regulations	D	1	0	
	4) Digital FDR Recording Parameters required by regulations				May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
	5) Digital FDR Recording Parameters not required by regulations				May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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33	LIGHTS							
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-			No change from FAA MMEL	
		D	-	0			May be inoperative for day operations.	
4.	Anti-collision Beacon Light System	C	1	0			May be inoperative for day operations.	
		C	1	0			May be inoperative provided Strobe Light System is operative.	
9. ***	Logo Lights	D	2	0			May be inoperative.	
10.	Wing Ice Lights	C	-	0			May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.	
		C	-	0			May be inoperative provided flight is not conducted in known or forecast icing conditions at night.	
		C	-	0			May be inoperative for day operations.	

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34	NAVIGATION						
1.	Altimeters Adjustable for Barometric Pressure	B	2	1		May be inoperative on right side for single pilot operations. NOTE: No change from FAA MMEL	
2.	Airspeed Indicators	B	2	1		May be inoperative on right side for single pilot operations. NOTE: No change from FAA MMEL	
3.	Gyroscopic Pitch and Bank Indicators	B	2	1		May be inoperative on right side for single pilot operations.	
4.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	1		May be inoperative on right side for single pilot operations.	
		B	2	0		May be inoperative on both sides for day VMC.	
5.	Gyroscopic Directional Indicator Systems	B	2	1		May be inoperative on right side for single pilot operations.	
	1) Compass Magnetic Modes	B	2	1	(O)	One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information.	
		B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.	

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34	NAVIGATION						
5.	Gyroscopic Directional Indicator Systems (cont'd)						
	2) Compass Free Gyro Modes	B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).	
6.	Vertical Speed Indicators	B	2	1		May be inoperative on right side for single pilot operations..	
		B	2	0		May be inoperative on both sides for day VMC.	
7.	ATC Transponder and Automatic Altitude Reporting Systems	C	-	-		No change from FAA MMEL	
8.	Navigation Equipment						
	1) VOR/ILS	C	-	-		Any in excess of those required by regulations may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.	
	2) GPS, FMS, INS, LORAN						
	a) If used routinely	C	-	-		May be inoperative provided alternate procedures are established and used.	
	b) If not used routinely	D	-	-		May be inoperative provided routine procedures do not require its use.	

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34	NAVIGATION				
8.	Navigation Equipment (cont'd)				
	3) GPS/FMS Data Base	C	-	-	May be out of currency for enroute operations only 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, and c) Approach Navigation Radios are manually tuned and identified.
9.	Weather Radar/ Thunderstorm Detection Equipment	D	1	0	Any in excess of those required by regulations may be inoperative.
10.	Marker Beacon				
	1) If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.
	2) If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.

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34	NAVIGATION						
12.	Radio Altimeter	C	1	0		May be inoperative provided approach minimums or operating procedures are not dependent on its use.	
14.	DME	D	1	0		Any in excess of those required by regulations may be inoperative.	
15 ***	Standby Attitude Indicator	B	1	0		May be inoperative for day VMC provided the instrument face is covered.	
16	ADF	D	1	0		Any in excess of those required by regulations may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.	
18	Altitude Alerter	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.	

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34	NAVIGATION						
19.	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 en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
		C	-	-		No change from FAA MMEL	

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34	NAVIGATION						
22. ***	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.	
	1) Modes 1 to 4	A	-	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
	2) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.	
	3) Glideslope Deviation (Mode 5)					No change from FAA MMEL	
	4) Advisory Callout ***					No change from FAA MMEL	
	5) Windshear Mode ***					No change from FAA MMEL	
	6) TAWS ***					No change from FAA MMEL	

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35 OXYGEN					
1. Oxygen System (Passengers)		B	1	0	(O) May be inoperative provided: a) Minimum en route altitude does not exceed 13,000 ft above MSL, b) All air conditioning packs are operative, c) Pressurization system is operative, d) Flight remains at or below FL 250, e) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and f) Passengers are appropriately briefed.
		C	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.