



Transport
Canada

Transports
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

CESSNA 500 SERIES CITATIONS
(TEXTRON AVIATION 500 SERIES)

MASTER MINIMUM EQUIPMENT LIST


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

October 04, 2019
Revision: 16

Canada 

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Original	Jun. 01, 1988	All	
01	Jun. 05, 1989	L-1, 23-1, 31-1	
02	Nov. 02, 1989	All	
03	Aug. 06, 1991	All except 22-1, 35-1	
04	Jul. 15, 1994	All except 27-1, 52-1	
05	Jan. 18, 1996	I, II, III, IV, 34-1	
06	Mar. 11, 2002	All	
07	May 15, 2003	I, II, III, IV, V, VI, VII, 21-1, 21-2, 22-1, 23-1, 23-2, 25-1, 25-2, 25-3, 25-4, 31-1, 33-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 35-2, 35-3	
08	Sept. 18, 2003	I, II, III, IV, V, 23-2, 25-4, 34-1, 34-2, 34-3, 34-5, 34-7	
09	Apr. 28, 2004	I, II, III, IV, V, 28-1	
10	Jan. 29, 2008	I, II, III, IV, V, 24-1, 46-1	
11	Apr. 21, 2008	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 30-1, 30-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 35-2, 35-3	
12	Feb. 26, 2009	I, II, III, IV, 22-1, 34-8, 34-9, 34-10, 34-11, 34-12	
13	Feb. 17, 2010	I, II, III, IV, 23-1, 33-2, 34-6, 34-7, 34-9, 34-12, 34-13	
14	Dec. 16, 2014	All	
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Reasons for Changes

General	Alignment with FAA MMEL Revision 10a.
Item No.	
22-10-03	Deleted "No change from FAA MMEL" from -00B. FAA MMEL indicates no dispatch conditions for -00B.
23-40-01	Removed from TCS. Previously deleted in Revision 15.
23-50-04	Removed from TCS. Previously deleted in Revision 15.
24-22-01	Revised Repair Interval Category and dispatch conditions of first relief. Deleted dispatch conditions from second relief.
25-20-06	Removed from TCS. Previously deleted in Revision 15.
25-60-03	Revised dispatch conditions of -01 and -02.
28-41-01	Removed from TCS. Previously deleted in Revision 15.
33-20-02	Removed from TCS. Previously deleted.
34-25-06	Removed from TCS. Previously deleted.
34-31-01	Removed from TCS. Previously deleted.
34-34-01	Removed from TCS. Previously deleted.
34-44-02	Revised Repair Interval Category of first relief (TAWS not required by regulations) from D to C due to the safety enhancement it brings.
34-51-01	Removed from TCS. Previously deleted.
34-52-03	Removed from TCS. Previously deleted.
34-55-01	Removed from TCS. Previously deleted.
34-57-01	Removed from TCS. Previously deleted.
34-60-02	Removed from TCS. Previously deleted.

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CESSNA 500 SERIES CITATIONS

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CESSNA 500 SERIES CITATIONS (Textron Aviation 500 Series).

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 10a 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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21	AIR CONDITIONING				
31-01	Pressurization Control System				
-01	Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Isobaric Control Mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Rate Indicator is operative, e) Aircraft is operated at FL 410 or below, and f) Auto pilot is operative.
-02	Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	No change from FAA MMEL.
-03	Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	No change from FAA MMEL.
32-01	Cabin Differential Pressure Gauge	D	1	0	No change from FAA MMEL.
-01	(500, 501, S550, 551, 550 units 0001 thru 0800, 560 units 0001 thru 0538)	C	1	0	No change from FAA MMEL.
-02	(550 units 0801 and on, 560 units 0539 thru 5000)	C	1	0	No change from FAA MMEL.

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21 AIR CONDITIONING					
32-02 Cabin Vertical Speed or Cabin Rate Indicator	D	1	0		No change from FAA MMEL.
32-03 Cabin Altimeter					
-01 Unpressurized	D	1	0		No change from FAA MMEL.
-02 Pressurized	C	1	0	(O)	May be inoperative provided: a) Cabin Differential Pressure Gauge operates normally, b) A chart is provided to convert cabin differential pressure to cabin altitude, and c) Cabin Altitude Warning System operates normally.
33-02 Outflow Valves	C	2	0	(M)(O)	Both may be inoperative provided: a) At least one valve is removed from its location, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Aircraft is operated unpressurized, d) Aircraft is operated at or below 10,000 feet MSL, and e) Extended overwater operations are not conducted.

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22	AUTO FLIGHT					
10-03	Autopilot Disconnect Button (AP DISC) (Failed deselected)					
-00A	Left Disconnect Button	C	1	0	One may be inoperative provided: a) The autopilot is not used below 1500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect.	
-00B	Right Disconnect Button	C	1	0		
-00C	(All buttons failed)	B	2	0	No change from FAA MMEL.	
10-04	Autopilot Disconnected Warning System	B	1	0	May be inoperative provided autopilot is not used.	

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23 COMMUNICATIONS						
12-01	VHF Communications Systems	D	-	-		Any in excess of those required by regulations may be inoperative provided it is not powered by an emergency bus and not required for emergency procedures.
40-02	Passenger Address (PA) System					
-01	Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.
-02	Passenger Configuration	C	1	0	(O)	May be inoperative provided: a) It is not required by regulations, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
40-03	Passenger Seat Belt / Safety Chime	C	1	0	(O)	May be inoperative provided alternate procedures to advise passengers are established and used.

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23	COMMUNICATIONS				
50-01	Cockpit Headset and Boom Microphone	D	-	-	No change from FAA MMEL.
-01	Boom Microphone				
	If CVR and FDR required by regulations:				
	If CVR required to be capable of recording boom microphone	A	-	0	May be inoperative for three flight days provided the FDR is operative.
	If CVR not required to be capable of recording boom microphone	D	-	0	May be inoperative.
	If only CVR required by regulations:				
	If CVR required to be capable of recording boom microphone	A	-	0	May be inoperative for three flight days.
	If CVR not required to be capable of recording boom microphone	D	-	0	May be inoperative.
-02	Headset Earphone / 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								
62-00	Emergency Locator Transmitter (ELT)						Moved to ATA 25.	
70-01	Cockpit Voice Recorder (CVR)							
-00A	If FDR required by regulations	A	1	0			May be inoperative provided: a) The FDR is operative, and b) Repairs are made within three flight days.	
-00B	If FDR not required by regulations	A	1	0			May be inoperative provided repairs are made within three flight days.	
-00C ***		D	1	0			May be inoperative provided CVR is not required by regulations.	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0				
-02 ***	Underwater Locator Device (ULD)	D	1	0			No change from FAA MMEL.	
-03A	Datalink Recording	C	1	0			No change from FAA MMEL.	
-03B	Datalink Recording	A	1	0			No change from FAA MMEL.	

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24	ELECTRICAL POWER				
22-01	Avionics A. C. Power Inverters (All except 560 units 0751 thru 5000)	C	2	1	(M) One may be inoperative provided: a) Affected inverter is deactivated, and b) Aircraft is operated in day VMC.
	(For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	C	2	1	

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25 EQUIPMENT / FURNISHINGS				4. Remarks or Exceptions
20-05 Passenger Convenience Items / Non-Essential Equipment and Furnishings (NEF)				<p>NOTES:</p> <ol style="list-style-type: none"> Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. For operators with NEF defect rectification and control procedures, refer to sub-item -02 (NEF) only.
-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 air carrier's MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> Exterior lavatory door ashtrays 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				
20-05	Passenger Convenience Items/Non-Essential Equipment and Furnishings (NEF) (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. NOTE: Exterior lavatory door ashtrays are not considered NEF items.
20-07 ***	"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.
40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.
40-02	Lavatory NO SMOKING Placard	B	1	0	May be missing provided the associated lavatory smoke detection system is operative.

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25	EQUIPMENT / FURNISHINGS				
60-02 ***	Crash Axe / Survival Tool	D	-	-	May be inoperative or missing provided it is not required by regulations.
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	-	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) (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)						
	First Aid Kit Seal	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 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).	
62-01	Emergency Locator Transmitter (ELT)						
-01 ***	Survival Type	D	-	-		No change from FAA MMEL.	
-02A	Fixed, Automatic	A	-	0	(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.	
-02B	Fixed, Automatic	D	-	-	(M)	No change from FAA MMEL.	

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26 FIRE PROTECTION					
22-01	Portable Fire Extinguisher	D	-	1	(M)(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 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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27	FLIGHT CONTROLS				
20-01	Rudder Pedal Adjustment System	C	4	2	No change from FAA MMEL
31-02	Control Wheel Trim Switches	C	2	1	One may be inoperative for the pilot not flying provided the manual trim system is operative.

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28 FUEL					
43-01 L/R Fuel Temperature Indication (560 units 0539 - 5000)	C	2	1		
	C	2	0		Both may be inoperative provided a total air temperature indication is used as an indication of fuel temperature. NOTE: Static Air Temperature may be used provided appropriate ram rise factor is applied.

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31	INDICATING / RECORDING SYSTEMS					
20-01	Clocks	C	-	0		Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
30-04	Flight Data Recorder (FDR)					

-00A	(FDR not required)	D	1	0		May be inoperative provided recorder is not required by regulations.
-00B	If only FDR required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.
-00C	If FDR and CVR required by regulations	A	1	0		May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) 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.
-01B	Flight Data Recorder (FDR) Parameters not required by regulations	A	-	-		May be inoperative provided repairs are made before the completion of the next heavy maintenance check.
-02A	Underwater Locator Device (ULD)	D	1	0		No change from FAA MMEL.

-02B	Underwater Locator Device (ULD)	A	1	0		No change from FAA MMEL.

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32 LANDING GEAR				
41-01 Anti-Skid System (All except 560 units -0539 thru -5000)	B	1	0	May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) AFM Abnormal Procedures are followed.

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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)					
-00A	D	-	0		May be inoperative for day operations.
-00B	C	-	-		No change from FAA MMEL.
40-01 Anti-Collision Light System (Wing Strobe)					
-00A	C	1	0		May be inoperative for day operations.
-00B	C	1	0		May be inoperative provided Ground Recognition Light (Beacon) is operative.
40-04 Main Gear Mounted Landing Lights	D	2	0		No change from FAA MMEL.
40-05 Wingtip Mounted Landing Lights					
-00A	D	2	0		No change from FAA MMEL.
-00B	C	2	1		No change from FAA MMEL.

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33	LIGHTS					
40-06	Main Gear Mounted Taxi Lights (550 units -0801 thru -1136, 560 units -0260 thru -5000)					
-00A	D	2	0			No change from FAA MMEL.
-00B	C	2	1			No change from FAA MMEL.
40-09 ***	Logo Lights	D	2	0		May be inoperative.
40-10	Ground Recognition Light (Flashing / Rotating Red Beacon)					
-00A	C	1	0			May be inoperative for day operations.
-00B	C	1	0			May be inoperative provided Anti-Collision Light (Wing Strobe) is operative.
50-02 ***	Exterior Emergency Lighting System					
-00A	C	1	0			May be inoperative for day operations.
-00B	A	1	0	(O)		May be inoperative for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
				NOTE:		The operator's MEL must state the maximum number of aircraft crew permitted.

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34	NAVIGATION				
13-01	Vertical Speed Indicator	C	2	1	One may be inoperative for day VMC.
20-01	Attitude Heading Reference System (AHRS) (For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	B	2	1	May be inoperative provided: a) Flight is conducted in day VMC, b) Non-affected PFD is fed from onside AHRS, c) Affected PFD uses cross-side AHRS information, d) ESIS is operative, and e) Operations are conducted entirely outside of Northern Domestic Airspace.
23-01	Non-stabilized Magnetic	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
***	Compass	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.

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34	NAVIGATION							
23-01 ***	Non-stabilized Magnetic Compass (cont'd)	C	-	-	(O)	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.		
23-02 ***	Turn and Slip Indication							
-01	Mechanical Indicators	B	2	1				
-02	Bezel Mounted Inclinator	B	-	1				
		C	2	0		Both may be inoperative for day VFR.		
25-08 ***	GH-3000 Electronic Standby Instrument System Heading Information	B	1	0		May be inoperative provided: a) Flight is conducted in day VMC, and b) An independent source of attitude, airspeed, and altitude is displayed at each pilot station.		
-01	Internal Cooling Fan	C	1	0				
-02	Nav Function	D	1	0				
-03	Attitude Function	B	1	0		May be inoperative provided: a) Flight is conducted in day VMC, and b) An independent source of attitude is displayed at each pilot station.		

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34	NAVIGATION				
25-08 ***	GH-3000 Electronic Standby Instrument System Heading Information (cont'd)				
-04	Heading Function	D	1	0	May be inoperative provided: a) An independent source of stabilized heading is displayed at each pilot station, and b) Non-stabilized wet compass is operative.
-05	Airspeed Function	B	1	0	May be inoperative provided: a) Flight is conducted in day VMC, and b) An independent source of airspeed is displayed at each pilot station.
-06	Altitude Function	B	1	0	May be inoperative provided: a) Flight is conducted in day VMC, and b) An independent source of altitude is displayed at each pilot station.
-07	Slip/Skid Function	D	1	0	May be inoperative provided each pilot station PFD is fed from independent AHRS.

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34	NAVIGATION							
25-09	Direction Indicators (HSI or EHSI)							
-01	Magnetic Compass 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.		
-02	Free Gyro Compass 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).		
25-10	Multifunction Display (MFD) (For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	C	1	0		May be inoperative provided both PFDs and ESIS are operative.		
25-11	Display Control Panel (Right Hand side only) (For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	C	1	0		May be inoperative provided: a) Left PFD and ESIS are operative, b) The aircraft is operated Day VFR rules, c) No passengers are on board, and d) The pilot flying the aircraft is occupying the left hand seat.		

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34	NAVIGATION				
25-12	MFD Cursor Control Panel (For aircraft equipped with Pro Line 21 STC O-LSA07- 181D)	C	1	0	May be inoperative provided both PFDs and ESIS are operative.
42-01	Weather Radar System	D	1	0	Any in excess of those required by regulations may be inoperative.

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34	NAVIGATION				
44-02 ***	Terrain Awareness and Warning System (TAWS)(Class A or B TAWS not required)	C	1	0	May be inoperative provided it is not required by regulations.
44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS Required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) No change from FAA MMEL.
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 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.
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	B	1	0	(O) No change from FAA MMEL.
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O) No change from FAA MMEL.
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0	

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34	NAVIGATION				
44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS Required) (cont'd)				
-05	Excessive Downward Glideslope / Glidepath Deviation (Mode 5) (Class B TAWS required)	C	1	0	
-06 ***	Terrain Display (Class B TAWS required)	C	-	0	
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0	
-08	Annunciator / Indication (Class B TAWS required)	C	-	0	

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34	NAVIGATION				
57-02	GPS Sensor (For aircraft equipped with Pro Line 21 STC O-LSA07- 181D)	C	2	1	One may be inoperative provided Localizer Performance with Vertical Guidance (LPV) approaches are not required for operations.
		C	2	0	May be inoperative provided operations are not dependant upon its use.
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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35	OXYGEN				
20-01	Passenger Oxygen System				
-00A	Pressurized (With cabin occupants)	B	1	0	(O) May be inoperative provided: a) Cabin pressurization system is operative, b) Minimum en route altitude does not exceed 13,000 feet above MSL, c) Flight remains at or below FL 250, d) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and e) Passengers are appropriately briefed.
-00B	Pressurized (Without cabin occupants)	C	1	0	No change from FAA MMEL
-00C	Unpressurized	C	1	0	No change from FAA MMEL
-01	Mask	D	-	0	No change from FAA MMEL
-02	Drop-out Panel	C	-	0	No change from FAA MMEL

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35	OXYGEN						
30-01 ***	Portable Oxygen Dispensing Units (Bottle and Mask)	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 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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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.	

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38	WATER / WASTE			
10-01	Potable Water System			

-00A	C	-	-	No change from FAA MMEL.
-00B	C	-	0	(M)(O) System may be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. NOTE 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. NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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46 INFORMATION SYSTEMS					
00-04	Electronic Charts (IFIS - 5000) (For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	C	1	0	May be inoperative provided current navigational charts are available for route of flight and all possible approaches on route.