



Transport
Canada

Transports
Canada

TRANSPORT CANADA MMEL SUPPLEMENT

TO

CESSNA 500 SERIES CITATIONS

CE-500, CE-501, CE-550, CE-551

CE-552, CE-S550, CE-560

MASTER MINIMUM EQUIPMENT LIST

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

**November 27, 2014 DRAFT
Revision: 14**

Canada 

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Revision No.	Date	Page Number	Initials
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	
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Reasons for Changes

General This revision includes new item numbering system in alignment with MMEL Revision 9a, which incorporated the Joint Aircraft System/Component Code (JASC Code).

Revision marks and vertical bars are not displayed for those items that have been renumbered only (no additional technical changes).

Item No.

21-30-01	Deleted. Refer to FAA MMEL.
21-31-01	Renumbered and added (O) in accordance with MMEL. Editorial change in proviso a).
21-31-02	Deleted. Refer to FAA MMEL.
21-31-03	Deleted. Refer to FAA MMEL.
21-32-01	Renumbered in accordance with MMEL.
21-32-02	Renumbered in accordance with MMEL. Deleted second relief as it is no longer addressed in the MMEL.
21-32-03	Renumbered in accordance with MMEL.
21-33-02	Renumbered in accordance with MMEL.
22-10-03	Renumbered and added "Yoke Switches" to item title in accordance with MMEL.
22-10-04	Renumbered in accordance with MMEL.
23-10-01	Deleted. Refer to FAA MMEL.
23-12-01	Renumbered in accordance with MMEL.
23-20-01	Deleted. Refer to FAA MMEL.
23-40-01	Renumbered in accordance with MMEL.
23-40-02	Renumbered in accordance with MMEL.
23-50-01	Renumbered and added sub-items 23-50-01-02 and 23-50-01-03 in accordance with MMEL. Added "May be inoperative" to second and fourth reliefs of 23-50-01-01.
23-50-03	Renumbered in accordance with MMEL.
23-62-00	Renumbered in accordance with MMEL.
23-70-01	Deleted. Refer to FAA MMEL.
24-22-01	Renumbered in accordance with MMEL. Added information on aircraft applicability under item title.
25-20-01	Renumbered in accordance with MMEL. Added second relief with cat C under 20-01-01. Added reliefs 1 and 2 under 20-01-02
25-20-02	Renumbered in accordance with MMEL. Revised in accordance with GB item 25-20-1.
25-20-03	Renumbered.
25-40-01	Renumbered. Revised in accordance with TC Global Change 7.
25-40-02	Renumbered. Revised in accordance with GB item 25-40-2.

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Item No.

- 25-60-01** Renumbered in accordance with MMEL. Revised sub-item 25-60-01-03 in accordance with GB item 25-60-2.
- 25-61-01** Deleted. Refer to FAA MMEL.
- 26-22-01** Renumbered in accordance with MMEL. Editorial changes in accordance with GB item 26-20-4.
- 27-20-01** Renumbered and revised Number Installed/Required in accordance with MMEL.
- 27-31-02** Renumbered.
- 28-41-01** Renumbered in accordance with MMEL. Revised proviso a) to align with MMEL. Replaced "Indicator" with "Indication" in proviso c).
- 28-43-01** Renumbered and revised title in accordance with MMEL.
- 30-30-01** Deleted. Refer to FAA MMEL.
- 31-20-01** Renumbered in accordance with MMEL.
- 31-30-01** Renumbered in accordance with MMEL. Revised in accordance with GB item 31-30-1.
- 33-10-01** Renumbered and revised title in accordance with MMEL.
- 33-20-02** Renumbered in accordance with MMEL. Revised in accordance with GB item 33-20-2: added "sign" to first relief; added "return to seat is requested" to second relief; added "provided alternate procedures are established and used" to sub-item 33-20-02-01.
- 33-40-01** Renumbered in accordance with MMEL. Revised second relief in accordance with GB item 33-40-2.
- 33-40-04** Renumbered in accordance with MMEL.
- 33-40-05** Renumbered in accordance with MMEL.
- 33-40-06** Renumbered and revised title in accordance with MMEL.
- 33-40-09** Renumbered in accordance with MMEL.
- 33-40-10** Renumbered in accordance with MMEL.
- 33-50-01** Renumbered in accordance with MMEL.
- 34-13-01** Renumbered in accordance with MMEL. Revised in accordance with GB item 34-10-3: Repair Interval Category changed from "B" to "C"; replaced "VFR" with "VMC".
- 34-20-01** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-23-01** Renumbered in accordance with MMEL.
- 34-24-01** Renumbered in accordance with MMEL.
- 34-25-06** Renumbered in accordance with MMEL.

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Item No.

- 34-25-08** Renumbered in accordance with MMEL. Revised title of item 34-25-08 and sub-item 34-25-08-02 as per MMEL. Added "****" symbol to sub-item 34-25-08-02 as per MMEL. Added sub-item 34-25-08-03 as per MMEL.
- 34-25-09** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-25-10** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-25-11** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-25-12** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-31-01** Renumbered and revised title in accordance with MMEL.
- 34-34-01** Renumbered and revised title in accordance with MMEL.
- 34-42-01** Renumbered in accordance with MMEL.
- 34-44-01** Renumbered in accordance with MMEL. Revised in accordance with GB item 34-40-2.
- 34-44-02** New item in accordance with GB item 34-40-2.
- 34-45-01** Deleted. Refer to FAA MMEL.
- 34-45-02** Deleted. Refer to FAA MMEL.
- 34-46-01** Deleted. Refer to FAA MMEL.
- 34-51-01** Renumbered in accordance with MMEL.
- 34-51-02** Deleted. Refer to FAA MMEL.
- 34-52-01** Renumbered in accordance with MMEL. Revised in accordance with GB item 34-50-2.
- 34-55-01** Renumbered in accordance with MMEL.
- 34-57-01** Renumbered and revised title in accordance with MMEL. Added (O) to sub-items 34-57-01-01 and 34-57-01-03 in accordance with GB item 34-50-1.
- 34-57-02** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code.
- 34-60-01** Renumbered in accordance with MMEL. Revised in accordance with GB item 34-50-1.
- 35-20-01** Renumbered in accordance with MMEL. Revised third relief, proviso b), in accordance with GB item 35-20-1.
- 35-30-01** Renumbered in accordance with MMEL.
- 35-30-02** Renumbered in accordance with Joint Aircraft System/Component (JASC) Code. Revised title and added "and used" to proviso c) in accordance with GB item 35-30-1.
- 46-00-04** Renumbered.

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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.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 9a, 02/13/2014 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
330 Sparks St.
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N5

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21	AIR CONDITIONING						
30-01	Cabin Pressurization System					Deleted at Revision 14	
31-01	Pressurization Control System Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O)	May be inoperative provided: a) Isobaric Control Mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Vertical Speed Indicator is operative e) Auto pilot is operative, and f) Aircraft is operated at or below FL 410.	
31-02	Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)					Deleted at Revision 14	
31-03	Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)					Deleted at Revision 14	

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21	AIR CONDITIONING				
32-01	Cabin Differential Pressure Gauge	D	1	0	No change from FAA MMEL
	(500, 501, S550, 551, 550 units 0001 - 0800, 560 units 0001 - 0538)	C	1	0	No change from FAA MMEL
	(550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	No change from FAA MMEL
32-02	Cabin Vertical Speed or Cabin Rate Indicator	D	1	0	No change from FAA MMEL
32-03	Cabin Altimeter	D	1	0	No change from FAA MMEL
		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 secured OPEN, b) Aircraft is operated unpressurized, c) Aircraft is operated at or below 10,000 feet MSL, d) Extended overwater operations are not conducted.

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22	AUTO FLIGHT						
10-03	Autopilot Disconnect Yoke Switches	C	2	1	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.		
		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				
10-01 ***	High Frequency (HF) Communications Systems				Deleted at Revision 14
12-01	VHF Communications Systems	D	-	2	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.
		B	2	1	No. 2 VHF may be inoperative provided HF is installed and operative.
20-01 ***	Selective Call Systems (SELCAL)				Deleted at Revision 14
40-01 ***	Automatic Cabin Briefer				
	01 Passenger Configuration	C	1	0	No change from FAA MMEL
	02 Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
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.

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23	COMMUNICATIONS			
50-01	Headsets (Boom Mic & Earphones)			
	01 Headset Boom Microphones			
	Installations with CVR and FDR			
	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.
	Installations with only CVR			
	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 Ear/Headphones	C	- 1	No change from FAA MMEL.
		D	- -	No change from FAA MMEL.
	03 Active Noise Cancelling/ *** Reduction Function	D	- 0	No change from FAA MMEL.

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23	COMMUNICATIONS				
50-03	Cockpit Speakers	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
62-00	Emergency Locator Transmitter (ELT)	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> 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.
70-01	Cockpit Voice Recorder (CVR) System				Deleted at Revision 14

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24	ELECTRICAL POWER						
22-01	Avionics A. C. Power Inverters (All except: 560 units 0751 - 5000)	B	2	1	(M)	One may be inoperative for day VMC provided: a) The aircraft is not equipped with dual Flight Director Systems, and b) Placard is installed adjacent to selector switch.	
	(For aircraft equipped with Pro Line 21 STC O-LSA07-181D)	C	2	1	(M)	One may be inoperative provided placard is installed adjacent to selector switch.	

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25 EQUIPMENT/ FURNISHINGS					
20-01 Passenger Seats	D	-	-		No change from FAA MMEL
01 Recline Mechanism	D	-	-		No change from FAA MMEL
	C	-	-		No change from FAA MMEL
02 Armrests					
-1 Armrest with Recline Mechanism	D	-	-		No change from FAA MMEL
-2 Armrest without Recline Mechanism	D	-	-		No change from FAA MMEL
03 Tracking Mechanism	C	-	-		No change from FAA MMEL

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25 EQUIPMENT/ FURNISHINGS				<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 2) (NEF) only. <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".
20-02 Passenger Convenience Items/Non-Essential Equipment and Furnishings (NEF)				
01 Passenger Convenience Items	-	0		

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25 EQUIPMENT/ FURNISHINGS				
20-02 Passenger Convenience Items/Non-Essential Equipment and Furnishings (NEF) (cont'd)				
01 Passenger Convenience Items (cont'd)	-	0		<p>NOTES: (cont'd)</p> <p>3. Movie equipment individual screens if applicable, must be capable of being stowed, and</p> <p>4. 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>
02 Non-Essential Equipment and Furnishings (NEF)	-	0		<p>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.</p> <p>NOTE:</p> <p>Exterior lavatory door ashtrays are not considered NEF items.</p>
20-03 *** "Fasten Seat Belt While Seated" Signs or Placards	C	-	-	<p>One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.</p>

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25	EQUIPMENT/ FURNISHINGS				
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.
60-01	Emergency Medical Equipment				
01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	No change from FAA MMEL
02 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	No change from FAA MMEL
03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.

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25	EQUIPMENT/ FURNISHINGS			
60-01	Emergency Medical Equipment (cont'd)			
	03 First Aid Kit (FAK) and/or Associated Equipment (cont'd)			
	First Aid Kit Seal	A	- - (O)	<p>The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).
61-01	Floataction Equipment (Crew and Passenger)			Deleted at Revision 14

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26	FIRE PROTECTION			
22-01	Portable Fire Extinguishers	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	0	(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.
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					
41-01	Fuel Quantity Indicating Systems	B	2	1	(M)(O) One may be inoperative provided:	
					a) Fuel Tanks are completely filled with fuel for first flight of the day and any subsequent refueling,	
					b) Fuel cross-feed operation is restricted to emergency use only,	
					c) Fuel Used or Fuel Remaining Indication is operative,	
					d) Both Fuel Flow Indicators are operative,	
					e) The low level warning is operative,	
					f) Fuel quantity and balance is determined by other approved means prior to each flight, and	
					g) The auto and/or manual balance system is operative.	
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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30 ICE AND RAIN PROTECTION				
30-01 Pitot Heaters				Deleted in Revision 14

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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.
30-01 Flight Data Recorder (FDR) System ***					
01 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.
02 If only FDR required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.
03 If FDR not required by regulations	D	1	0		
04 Digital FDR Recording 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.
05 Digital FDR Recording Parameters not required by regulations	A	-	-		May be inoperative provided repairs are made before the completion of the next heavy maintenance check.

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33	LIGHTS				
10-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
20-02	Fasten Seat Belt And No Smoking Signs	C	-	-	(M) Passenger seats, flight attendant seats or lavatory from which a light/sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".
		C	-	-	(O) The affected seats or lavatories may be occupied provided procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened, return to seat is requested and smoking prohibited.
		C	-	-	(O) May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
01	Aural Tone Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
02	All Cargo Operations.	D	-	0	May be inoperative provided all crew members are on the flight deck.

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33	LIGHTS				
40-01	Anti-Collision Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative provided the strobe light system is operative.
40-04	Main Gear Mounted Landing Lights	D	2	0	No change from FAA MMEL
40-05	Wingtip Mounted Landing Lights	D	2	0	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
40-06	Main Gear Mounted Taxi Lights (550 units 0801 - 1136, 560 units 0260 - 5000)	D	2	0	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
40-09	Logo Lights	D	2	0	May be inoperative.

40-10	Ground Recognition Light (Flashing Beacon)	D	1	0	No change from FAA MMEL

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33	LIGHTS					
50-01	Exterior Emergency Lighting System	C	1	0	No change from FAA MMEL	
		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: <ul style="list-style-type: none"> 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 Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: <ul style="list-style-type: none"> (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.
24-01	Turn and Slip Indication				
	01 Mechanical Indicators	B	2	1	
	02 Bezel Mounted Inclinometer	B	-	1	
		C	2	0	Both may be inoperative for day VFR.
25-06 ***	Flight Director / Guidance Computer(s) (FDC/FGC) (Except 560 units 0751 - 5000)	B	-	0	Except where enroute operations require its use, may be inoperative provided: <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, b) Autopilot is considered inoperative, c) Windshear escape guidance is considered inoperative, and d) TOGA switches are considered inoperative. <p>NOTE:</p> <p>RVSM is not authorized if Autopilot is inoperative.</p>

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34 NAVIGATION				
25-08 Standby Flight Display				
01 Meggitt Standby Flight Display Heading Information (550 units 0809 - 1044, 560 units 0260 - 0643)				Deleted in FAA MMEL Revision 9
02 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 Nav Function	D	1	0	
02 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.
03 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.
04 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.

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34	NAVIGATION						
25-08	Standby Flight Display (cont'd)						
02	GH-3000 Electronic *** Standby Instrument System Heading Information (cont'd)						
05	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.	
06	Slip/Skid Function	D	1	0		May be inoperative provided each pilot station PFD is fed from independent AHRS.	
03	GH-3000 Internal *** Cooling Fan	C	1	0			
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.	

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34	NAVIGATION				
25-09	Direction Indicators (HSI or EHSI) (cont'd)				
	01 Magnetic Compass Modes (cont'd)	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: <ul style="list-style-type: none"> 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.
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.

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34	NAVIGATION				
31-01	Radio (VHF/UHF) Navigation Equipment (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, GPS 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.
34-01	Marker Beacon Receiver Systems				
	01 If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.
	02 If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.
42-01	Weather Radar System	C	1	-	As required by regulations.
		D	-	-	Any in excess of those required by regulations may be inoperative.

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34	NAVIGATION				
44-01	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required)				
01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		D	1	0	May be inoperative provided it is not required by regulations.
-1	Modes 1 to 4	A	4	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 Deviations (Mode 5)	C	-	1	
		B	-	0	
-4	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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34	NAVIGATION				
44-01	Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required) (cont'd)				
01	Ground Proximity Warning System (GPWS) (cont'd)				
-5	Windshear Mode	C	1	0	No change from FAA MMEL
***	(Reactive)				
		C	1	0	No change from FAA MMEL
02	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	C	1	0	No change from FAA MMEL
03	Terrain Displays	C	-	0	
04	Runway Awareness and	C	1	0	
***	Advisory System (RAAS)				

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34	NAVIGATION				
44-02	Terrain Awareness and Warning System (TAWS) (Class B TAWS Equipment Required)				
01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		D	1	0	May be inoperative provided it is not required by regulations.
-1	Modes 1 and 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.
-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	Modes 2, 4 and 5 ***	C	3	0	
-4	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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34	NAVIGATION						
44-02	Terrain Awareness and Warning System (TAWS) (Class B TAWS Equipment Required) (cont'd)						
01	Ground Proximity Warning System (GPWS) (cont'd)						
-5 ***	Windshear Mode (Reactive)	C	1	0 (O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.		
02	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	C	1	0			
03	Terrain Displays	C	-	0			
04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0			

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34	NAVIGATION			
45-01	Traffic Alert and Collision Avoidance System (TCAS I)			Deleted in Revision 14
45-02	Traffic Alert and Collision Avoidance System (TCAS II)			Deleted in Revision 14
46-01 ***	Storm Scope or Lightning Detector System			Deleted in Revision 14
51-01	Distance Measuring Equipment (DME) Systems	D	-	Any in excess of those required by regulations may be inoperative.
51-02 ***	TACAN			Deleted in Revision 14
52-01	ATC Transponders and Automatic Altitude Reporting Systems	C	-	0
		D	-	1
55-01	Automatic Direction Finding (ADF) Systems	C	-	-
				<p>NOTE:</p> <p>The operator's MEL must cross reference the VOR/ILS, GPS 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.</p>

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34	NAVIGATION						
57-01 ***	Global Positioning System (GPS)						
01	If used routinely	C	-	-	(O)	May be inoperative provided alternate procedures are established and used.	
02	If not used routinely	D	-	-		May be inoperative provided routine procedures do not require its use.	
03	Navigation Enroute Databases	C	-	-	(O)	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.	
04	GPS Approach Data Base	C	-	-		May be out of currency provided approaches are not conducted using associated system.	

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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.
60-01	Flight Management System (FMS) (All except 560 units 0751 - 5000)	C	-	-	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
	01 Navigation Databases ***	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.

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35 OXYGEN					
20-01 Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Flight remains at or below FL 250, b) Minimum en route altitude does not exceed 13,000 ft above MSL, c) All air conditioning packs are operative, d) Pressurization system is operative, 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.	
	B	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.	
All Cargo Operations	D	1	0	May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.	
	D	1	0	May be inoperative provided all crew members are on the flight deck.	

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35	OXYGEN						
30-01	Protective Breathing Equipment	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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35 OXYGEN				
30-02 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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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.