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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
CE-510
MASTER MINIMUM EQUIPMENT LIST

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

September 12, 2017
Revision: Original

Canada

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Item Justification

Item No.

General	This original issue of the CE-510 TC MMEL Supplement (TCS) incorporates: <ul style="list-style-type: none">- FAA MMEL Revision 1- TC MMEL Guidance Book (GB) Revision 7
21-30-01	Altitude restriction (10,000 feet) as per GB item 21-30-1.
22-00-01	Repair Category (cat C) as per GB item 22-10-1.
22-10-03	Relief as per GB item 22-10-2. Proviso b) of -02 as per FAA MMEL.
23-12-01	Relief as per GB item 23-10-1.
23-40-01	Relief as per GB item 23-30-1.
23-50-06	-01 as per FAA MMEL (C/2/1 relief). -02 as per GB item 23-50-2.
23-70-01	First relief as per GB item 23-70-1 (FDR not required by regulations dispatch case). -01 as per FAA MMEL sub-item -03.
25-10-01	Repair Category of -03 (cat B) as per GB item 25-10-2.
25-20-01	Repair Category of first relief (cat D) as per GB item 25-20-3.
25-20-02	Repair Category (cat D) as per GB item 25-20-3.
25-20-04	Relief as per GB item 25-20-1.
25-40-01	Repair Category D as item is optional for the CE-510.
25-60-01	-03 relief as per GB item 25-60-2.
25-62-01	-02 relief as per GB item 25-60-1.
26-22-01	Relief as per GB item 26-20-4.
30-30-01	Proviso a) as per GB item 30-30-1.
30-40-02	Relief only available for systems using fluids not banned by Canadian environmental regulations.
31-30-01	Repair Category D as system is not required by regulations for the CE-510.
32-41-01	Proviso c) as per GB item 32-40-1.
33-10-01	Second relief as per GB item 33-10-1.
33-40-01	-01 as per GB item 33-40-2.
33-40-02	Relief as per GB item 33-40-3.
33-40-03	Relief as per GB item 33-40-5.
33-40-04	Relief as per GB item 33-40-1.
33-40-05	Relief as per GB item 33-40-2.
34-23-01	Relief as per GB item 34-20-3. Proviso c) of -01 as per FAA MMEL.
34-42-01	Relief as per GB item 34-40-1.
34-44-01	Repair Category B as per GB item 34-40-4 (TCAS II inoperative).

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|-----------------|--|
| 34-44-02 | Relief as per GB item 34-40-2. |
| 34-52-01 | Repair Category of -02 (cat C) as per GB item 34-50-2. |
| 35-20-01 | First relief as per FAA MMEL. Second relief as per GB item 35-20-1. Repair Category (cat D) of -01 and -02 as per GB item 35-20-2. |
| 35-30-01 | Relief as per GB item 35-30-2. |
| 35-30-02 | Relief as per GB item 35-30-1. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-510 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 1, 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 that 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				
30-01	Cabin Pressurization System (Unpressurized)	C	1	0	(O) May be inoperative provided:
					a) PRESS CTRL is selected to STANDBY,
					b) CABIN DUMP is selected ON,
					c) Aircraft is operated at 10,000 feet cabin altitude or below, and
					d) Flight crew oxygen system is operative and used as required by regulations.
					NOTE: No change from FAA MMEL.

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22 AUTO FLIGHT						
00-01	Autopilot	C	1	0		No change from FAA MMEL
10-03	Autopilot/Trim Disconnect (Red Yoke AP TRIM DISC Button) (Fails to disconnect)					
-01		C	2	1		One may be inoperative provided: a) The 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 button.
-02		C	2	0		May be inoperative provided: a) The autopilot is not used, and b) Electric elevator trim is considered inoperative.

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23 COMMUNICATIONS					
12-01	Communication Systems (VHF)	D	-	-	Any in excess of those required by regulations may be inoperative provided: <ul style="list-style-type: none"> a) It is not powered by a standby or emergency bus, and b) It is not required for emergency purposes.
40-01	Passenger Address (PA) System (Aircraft with cabin headset jacks only)	C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.
50-06	Cockpit Speaker				
	-01	C	2	1	No change from FAA MMEL
	-02	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.

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23	COMMUNICATIONS				
70-01	Cockpit Voice Recorder	A	-	0	May be inoperative provided repairs are made within three flight days.
	-01 Independent Power Source	C	-	0	

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25	EQUIPMENT/ FURNISHINGS				
10-01	Flight Crew Seat (per seat)				
	-01 Armrest				
	-10	C	1	0	No change from FAA MMEL
	-20	C	1	0	No change from FAA MMEL
	-02 Lumbar Support ***	C	1	0	
	-03 Recline/Tilt Function	B	1	0	No change from FAA MMEL
	-04 Restraint Buckle *** Protective Padding	C	-	0	
	-05 Vertical Adjustment	C	1	0	No change from FAA MMEL
	-06 Copilot Seat Belt/Shoulder Harness	C	1	0	No change from FAA MMEL

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25	EQUIPMENT/ FURNISHINGS				
20-01	Passenger Seat	D	-	0	No change from FAA MMEL
	-01 Armrest	D	-	0	No change from FAA MMEL
	-02 Headrest				
	-10	C	-	0	No change from FAA MMEL
	-20	D	-	0	No change from FAA MMEL
	-03 Recline Mechanism				
	-10	C	-	0	No change from FAA MMEL
	-20	D	-	0	No change from FAA MMEL
	-04 Seat Belt/Shoulder Harness	D	-	0	No change from FAA MMEL
	-05 Seat Belt/Shoulder Harness Keeper	D	-	0	
	-06 Lumbar Support	D	-	0	
20-02	Folding Cabin Seat	D	1	0	No change from FAA MMEL

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25 EQUIPMENT/ FURNISHINGS				
20-04 Passenger Convenience/NEF Item(s)				
-01 Passenger Convenience Item(s)	-	0		<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. <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. (M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 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. 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			
20-04	Passenger Convenience/NEF Item(s) (cont'd)			
	-02 Non-Essential Equipment & 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.
40-01 ***	Ashtray	D	-	0
				May be inoperative or missing.

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25	EQUIPMENT/ FURNISHINGS				
60-01	Emergency Medical Equipment				
-01	Automatic External Defibrillator and/or Associated Equipment	D	-	0	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	
-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.
	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 content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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25	EQUIPMENT/ FURNISHINGS				
62-01	Emergency Locator Transmitter (ELT)				
	-01 Survival Type ELT	D	-	-	No change from FAA MMEL
	-02 Fixed ELT	A	-	-	(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.

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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) 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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30	ICE AND RAIN PROTECTION				
30-01	Copilot Pitot Heater System	B	1	0	May be inoperative provided: a) Flight is conducted in day VMC, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
40-02	Windshield Rain Repellant	D	1	0	NOTE: This relief is only available for systems using fluids not banned by Canadian environmental regulations.

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31 INDICATING/RECORDING SYSTEMS					
30-01 Flight Data Recorder (FDR) D *** System		-	0		

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32	LANDING GEAR				
41-01	Antiskid System	B	1	0	(O) May be inoperative provided:
					a) Aircraft is operated in accordance with AFM DISPATCH WITH ANTISKID SYSTEM INOPERATIVE abnormal procedure,
					b) Steep approaches are not conducted, and
					c) Crew members are the only occupants of the aircraft.

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33	LIGHTS				
10-01	Cockpit and Instrument Lighting System (Excluding Internally Lighted Annunciators and Buttons, Standby Flight Instrument Lighting, and STDBY ALT/AS Placard Lighting)	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
40-01	Anti-Collision Light System (Wing Strobes) (ANTI COLL)				
	-01	C	1	0	May be inoperative provided the Ground Recognition Light (BEACON) is operative.
	-02	C	1	0	May be inoperative for day operations.
40-02	Position Light System (NAV)	C	1	0	May be inoperative for day operations.
40-03	Wing Inspection Light (WING INSP)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.

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33	LIGHTS					
40-04	Landing/Taxi/Recognition Light (LANDING – RECOG – TAXI)					
	-01	C	2	1		
	-02	D	2	0		May be inoperative for day operations.
40-05	Ground Recognition Light (BEACON)					
	-01	C	1	0		May be inoperative provided anti-collision light system is operative.
	-02	C	1	0		May be inoperative for day operations.

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34	NAVIGATION				
23-01	Non-Stabilized Magnetic Compass				
-01		B	1	0	(O) May be inoperative provided: a) Both AHRS heading information sources are operative, b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the entire enroute portion of the flight, or one of the navigation systems is a TSO'd GPS which provides track information, and c) MFD nav range ring is selected ON and reference to magnetic north.
-02		C	1	0	(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.
42-01	Weather Radar System	D	1	0	As required by regulations.
44-01	Radar Altimeter System	B	1	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) TCAS II, if installed, is considered inoperative.

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34	NAVIGATION				
44-02	Terrain Awareness and Warning System (TAWS) – Class B				
-01		D	1	0	May be inoperative provided it is not required by regulations.
-02		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-03	Forward Looking Terrain Avoidance Mode	B	1	0	
-04	Premature Descent Alert Mode	B	1	0	
-05	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-06	Excessive Descent Rate Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.

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34	NAVIGATION						
44-02	Terrain Awareness and Warning System (TAWS) – Class B (cont'd)						
-07	Negative Climb Rate or Altitude Loss After Takeoff Mode	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
52-01	ATC Transponders and Automatic Altitude Reporting System						
-01		D	-	1		No change from FAA MMEL	
-02		C	2	0		No change from FAA MMEL	
-03	Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by regulations	A	2	0		No change from FAA MMEL	
-04	ADS-B Squitter *** Transmissions	A	-	0		No change from FAA MMEL	

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35	OXYGEN				
20-01	Passenger Oxygen System	C	1	0	No change from FAA MMEL
		B	1	0	(O) May be inoperative provided: a) Cabin pressurization system is operative, b) Minimum enroute altitude does not exceed 13,000 ft 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.
	-01 Cabin Mask	D	5	0	No change from FAA MMEL
	-02 Drop Out Panel	D	5	0	No change from FAA MMEL

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35	OXYGEN			
30-01 ***	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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35	OXYGEN			
30-02 ***	Portable Oxygen Bottles	D	-	-
			(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> 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.