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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
CE-525A
MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

June 20, 2017
Revision: Original

Canada 

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Item Justification

General	New TCS incorporates: <ul style="list-style-type: none">- FAA MMEL Revision 2- TC MMEL Guidance Book (GB) Revision 7- TC Global Change (GC) 11
21-1	Proviso a) includes altitude restriction (10,000 feet MSL) as per GB.
21-3	Proviso b) includes altitude restriction (10,000 feet MSL) as per GB.
21-5	Proviso a) of first relief includes altitude restriction (10,000 feet MSL) as per GB. Proviso c) of second relief as per GB item 21-30-6.
21-6	Relief as per GB item 21-30-4.
21-7	Proviso a) of first relief includes altitude restriction (10,000 feet MSL) as per GB. Added (O) and proviso d) to second relief as per GB item 21-30-3. (O) refers to making available a conversion chart between differential pressure and cabin altitude that is required by proviso d).
21-8	Proviso a) of second relief includes altitude restriction (10,000 feet MSL) as per GB.
21-9	Proviso a) of second relief includes altitude restriction (10,000 feet MSL) as per GB.
21-10	Proviso d) includes altitude restriction (10,000 feet MSL) as per GB.
21-11	Proviso a) of second relief includes altitude restriction (10,000 feet MSL) as per GB.
21-12	Proviso a) of second relief includes altitude restriction (10,000 feet MSL) as per GB.
21-15	Proviso c) includes altitude restriction (10,000 feet MSL) as per GB.
23-1	Repair Category D as per GB item 23-10-1.
23-3	Relief as per GB item 23-30-1. Repair Category C as system is not required for CAR 704 operations.
23-4	Relief as per GB item 23-70-1 (only CVR required case).
23-5	Relief as per GB item 23-50-3 (relief with CVR only as FDR is not required by regulations).
23-8	Relief as per GB item 23-10-1.
25-1	Relief as per GB item 25-20-3.
25-3	Relief as per GB item 25-60-1.
25-4	Relief as per GB item 25-20-1.
25-6	Relief as per GB item 25-60-2.
25-8	Exterior Lavatory Door Ashtrays are not required for the CE-525A, therefore, if installed, they can be considered Passenger Convenience Item/NEF and Repair Category D is considered acceptable.

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Item Justification (cont'd)

- | | |
|-------|---|
| 26-1 | Relief as per GB item 26-20-4. |
| 26-2 | Repair Category D (no dispatch restrictions) as the system is not required for CAR 604 or CAR 704 operations. |
| 26-3 | Repair Category D (no dispatch restrictions) as the system is not required for CAR 604 or CAR 704 operations. |
| 26-4 | Renamed title to address only Baggage Compartment Smoke Detection System. Relief as per CE-525B MMEL (Revision 2). Note as per GB item 26-10-5. |
| 31-1 | Relief as per GB item 31-20-1. |
| 31-3 | Relief as per GB item 31-30-1. Sub-item 3) as per CE-525B MMEL (Revision 2). |
| 32-1 | Relief as per GB item 32-40-1. Note as per FAA MMEL. |
| 33-1 | Relief as per GB item 33-40-2. |
| 33-3 | Relief as per FAA PL 72 Revision 4. |
| 33-4 | First relief as per FAA MMEL. Second relief as per GB item 33-10-1. |
| 33-6 | Repair Category of first relief (cat D) as per GB item 33-40-1. Second relief as per FAA MMEL. |
| 33-7 | Repair Category C as per GB item 33-20-2. |
| 33-10 | Repair Category D as per GB item 33-40-6. |
| 33-11 | Relief in alignment with Anti-Collision Light System relief (item 33-1). |
| 33-15 | Item must be operative for dispatch as per GB item 33-50-2. |
| 34-1 | First relief as per FAA MMEL. Second relief as per GB item 34-20-2. |
| 34-4 | Relief as per GB item 34-40-1. |
| 34-5 | Relief as per TC GC 11. |
| 34-7 | Repair Category of first relief is C as per GB item 34-50-2. Remaining relief and dispatch restrictions as per FAA MMEL. |
| 34-8 | Relief as per GB item 34-30-1. |
| 34-10 | Item includes distinct relief for VOR/ILS and relief for other navigation systems to address GB item 34-50-1. |
| 34-12 | Relief as per GB item 34-20-3. |
| 34-14 | Relief as per GB item 34-40-2. |
| 34-15 | Sub-items 1) and 2) as per GB item 34-50-1. |
| 34-18 | First and second reliefs as per GB item 23-20-4. Sub-items as per FAA MMEL. |

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Item Justification (cont'd)

- 35-1 First relief as per GB item 35-20-1. Second relief as per FAA MMEL.
- 35-2 Relief as per GB item 35-20-2.
- 38-1 First relief as per FAA MMEL. Second relief as per GB item 38-10-1.
- 38-2 First relief as per FAA MMEL. Second relief as per GB item 38-30-1. Second relief, proviso c), addresses the fact that the lavatory is installed under the emergency hatch and does not include a door.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-525A aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No.2, or later applicable revision).

The information contained herein supersedes the existing FAA Approved 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 Approved 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 Approved 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 Approved 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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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
21 AIR CONDITIONING							
1.	Flow Control Valve	C	2	1	(O)	One may be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, b) Air Source Selector remains FRESH AIR or OFF, c) All other components and functions of the Pressurization System operate normally, and d) Crew and passengers comply with any applicable oxygen requirements.	
3.	Emergency Pressurization Solenoid Valve	C	1	0	(O)	May be inoperative provided: a) The Emergency Pressurization Solenoid Valve is verified closed, and b) Flight is conducted unpressurized at or below 10,000 feet MSL.	
5.	Cabin Differential Pressure Gauge	C	1	0		May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, and b) Crew and passengers comply with any applicable oxygen requirements.	
		C	1	0	(O)	May be inoperative provided: a) Cabin Altimeter is operating normally, b) Cabin Pressurization Auto Schedule is operating normally, and c) A chart is provided to convert cabin altitude to differential pressure.	
6.	Cabin Altitude Warning System	C	1	0		May be inoperative provided flight is conducted at or below 10,000 feet MSL.	

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21 AIR CONDITIONING					
7. Cabin Altimeter	C	1	0		May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, and b) Crew and passengers comply with any applicable oxygen requirements.
	C	1	0	(O)	May be inoperative provided: a) Cabin Differential Pressure Gauge is operating normally, b) Cabin Altitude Warning System is operating normally, c) Cabin Pressurization Auto Schedule is operating normally, and d) A chart is provided to convert differential pressure to cabin altitude.
8. Automatic Cabin Air Temperature	C	1	0		No change from FAA MMEL
	C	1	0		May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.

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21	AIR CONDITIONING					
9.	Manual Cabin Air Temperature Control System	C	1	0		No change from FAA MMEL
		C	1	0		May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.
10.	Cabin Door Primary Seal	C	1	0	(M)	May be inoperative provided: a) Service Air System is operating normally, b) Any leak of the service air is stopped, c) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, d) Flight is conducted unpressurized at or below 10,000 feet MSL, and e) Crew and passengers comply with any applicable oxygen requirements.

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21	AIR CONDITIONING						
11.	Cabin Door Secondary Seal	C	1	0			No change from FAA MMEL
		C	1	0			May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.
12.	Pressurization Controller (Auto Schedule Mode)	C	1	0	(O)		No change from FAA MMEL
		C	1	0			May be inoperative provided: a) Flight is conducted unpressurized at or below 10,000 feet MSL, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, and c) Crew and passengers comply with any applicable oxygen requirements.
15.	Cabin Outflow Valves	C	2	0	(M)		May be inoperative provided: a) At least one valve is secured OPEN, b) Cabin Pressurization Air Source Selector remains in OFF or FRESH AIR, c) Flight is conducted unpressurized at or below 10,000 feet MSL, and d) Crew and passengers comply with any applicable oxygen requirements.

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23	COMMUNICATIONS					
1.	Communications Systems (VHF, UHF)	D	-	-		No change from FAA MMEL
3.	Passenger Address (PA) System	C	1	0	(O)	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
4.	Cockpit Voice Recorder (CVR)	A	1	0		May be inoperative provided repairs are made within three flight days.
5.	Boom Microphones	A	-	0		May be inoperative provided repairs are made within three flight days.
8.	High Frequency (HF) Communication System	D	-	-		No change from FAA MMEL
		C	-	1		No change from FAA MMEL

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25	EQUIPMENT / FURNISHINGS					
1.	Passenger Seat	D	-	-	No change from FAA MMEL	
	1) Recline Mechanism	D	-	-	No change from FAA MMEL	
	2) Armrest	D	-	-	No change from FAA MMEL	
3.	Aircraft Emergency Locator Transmitter (ELT)	A	1	0	(M)	May be inoperative provided: a) Placard is displayed in flight deck indicating the date ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations.

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25	EQUIPMENT / FURNISHINGS			
4.	Passenger Convenience / NEF Items			
	1) Passenger Convenience Items	-	0	<p>NOTE 1: Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs.</p> <p>NOTE 2: For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only.</p> <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>NOTE 1: 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".</p> <p>NOTE 2: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>NOTE 3: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</p>

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25 EQUIPMENT / FURNISHINGS				
4. Passenger Convenience / NEF Items (cont'd)				
2) 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.
6. Emergency Medical Equipment/First Aid Kits	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.
1) First Aid Kit Seal (Required First Aid Kits)	A	-	-	(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				
8. ***	Exterior Lavatory Door Ashtrays	D	-	0	NOTE: If installed, Exterior Lavatory Door Ashtrays are to be considered Passenger Convenience Item/NEF for the CE-525A.

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26 FIRE PROTECTION						
1.	Portable Fire Extinguishers	D	-	-	(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.	
2.	Lavatory Fire Extinguisher System	D	-	0		
3.	Lavatory Smoke Detection System	D	-	0		
4.	Baggage Compartment Smoke Detection System (Forward or Aft)	C	2	0	May be inoperative provided affected baggage compartment remains empty (excluding ballast and/or fly away kits). NOTE: For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.	

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31	INSTRUMENTS				
1.	Clocks with Sweep Second Hand or Electric Digital Clock	C	1	0	May be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3. ***	Flight Data Recorder				
	(FDR not required)	D	1	0	
	(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.
	1) 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.
	2) 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 visit.
	3) Underwater Locator Device (ULD)	D	1	0	May be inoperative provided it is not required by regulations.

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32	LANDING GEAR				
1.	Anti-Skid System	B	1	0	(O) May be inoperative provided: a) Crew members are the only occupants of the aircraft, and b) AFM performance penalties are applied. NOTE: No change from FAA MMEL

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33	LIGHTS				
1.	Anti-Collision Light System (Wing Strobes)	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative provided the Flashing Beacon Light System is operative.
3.	Wing Illumination Light	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
4.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems	C	-	-	No change from FAA MMEL
	(Not including cockpit and engine instrument flood lights)	D	-	0	May be inoperative for day operations.
6.	Landing/Taxi/Recognition Lights	D	2	0	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
7.	Fasten Seat Belt and No Smoking Lighted Sign	C	1	0	No change from FAA MMEL
		C	1	0	No change from FAA MMEL
10. ***	Logo Lights	D	2	0	

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33	LIGHTS				
11.	Flashing Beacon Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative provided the Anti-Collision Light System (Wing Strobes) is operative.
15.	Interior Emergency Exit Lights		3	3	Must be operative.

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34	NAVIGATION				
1.	Slip Indicators	B	-	1	No change from FAA MMEL
		C	-	0	May be inoperative for day VFR. NOTE: Does not include VFR OTT.
4.	Weather Radar System	D	1	0	As required by regulations.
5.	Automatic Direction Finding System(s) (ADF)	D	-	-	Any in excess of those required by regulations may be inoperative.
7.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	No change from FAA MMEL
		D	-	1	No change from FAA MMEL
8.	Radio Altimeter System(s)	C	-	0	May be inoperative provided approach minimums or operating procedures are not dependent on its use.
	If TAWS is required and its functionality is affected	A	-	0	May be inoperative for three flight days provided approach minimums or operating procedures are not dependent on its use.

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34	NAVIGATION				
10. ***	Navigation Equipment				
	1) VOR/ILS	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
	2) LORAN, RNAV, OMEGA/VLF, INS, GPS, DOPPLER, FMS				
	If used routinely	C	-	-	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
	If not used routinely	D	-	-	May be inoperative.
12.	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 enroute flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
		C	1	0	No change from FAA MMEL

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34	NAVIGATION					
14.	Class B TAWS					
	1) 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.
	a) 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.
	b) Test Mode	A	1	0	(O)	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
	c) Modes 2, 4 and 5 ***	C	3	0		
	d) Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
	e) 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.

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34	NAVIGATION			
14.	Class B TAWS (cont'd)			
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0
	3) Terrain Displays ***	C	-	0
	4) Runway Awareness & *** Advisory System (RAAS)	C	1	0

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					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
34	NAVIGATION							
15.	Navigation Databases							
	1)	Flight Management System	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.	
	2)	Navigation Management System	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.	
	3)	File Server Units (Charts and Uplink Weather)	C	-	0			

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					4.	Remarks or Exceptions
34	NAVIGATION					
18.	Automatic Dependant Surveillance-Broadcast (ADS-B) System	C	-	0	(O)	May be inoperative where routine procedures require its use provided alternate procedures are established and used.
		D	-	0		May be inoperative provided operating regulations do not require its use.
	1) Link and Display Processor Unit (LDPU)	D	-	0		No change from FAA MMEL
	2) Cockpit Display and Traffic Information (CDTI)	D	-	0		No change from FAA MMEL
	3) CDTI Control	D	-	0		No change from FAA MMEL
	4) Data Link Transmitter(s)	D	-	0		
	5) Data Link Receiver(s)	D	-	0		

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					4.	Remarks or Exceptions
35	OXYGEN					
1.	Passenger Oxygen System	B	1	0	(O)	May be inoperative provided: a) Cabin pressurization system is operative, b) Minimum en route 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.
		C	1	0		May be inoperative provided: a) Aircraft is operated with no passengers in the cabin, and b) Crew Oxygen System is operating normally.
2.	Cabin Passenger Oxygen Drop Out Panels	D	4	0	(M)	May be inoperative with no flight altitude restriction provided affected seats are blocked and placarded INOPERATIVE to prevent occupancy.

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System & Sequence Numbers			1.	2.	Number Installed
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					4. Remarks or Exceptions
38	WATER / WASTE				
1.	Potable Water Systems	C	-	-	No change from FAA MMEL
		C	-	0	(M)(O) May be inoperative provided:
					a) System 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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				4.	Remarks or Exceptions
38	WATER / WASTE				
2.	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.
		C	1	0	(M) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory is not used for any purpose except in an emergency requiring rapid deplanement or evacuation. NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.