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Canada

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

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

**July 12, 2017**  
**Revision: Original**

**Canada**

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**Item Justification**

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General	This original issue of the CE-525C TC MMEL Supplement (TCS) incorporates: <ul style="list-style-type: none"><li>- FAA MMEL Revision 1</li><li>- TC MMEL Guidance Book (GB) Revision 7</li></ul>
21-30-02	Sub-item -01 includes altitude restriction (10,000 feet or below) as per GB item 21-30-1.
21-33-01	Proviso c) as per GB item 21-30-2.
22-10-01	Repair Category of sub-item -01 (cat C) as per GB item 22-10-2.
23-10-01	In sub-item -02, at least one unit is required for dispatch as per GB item 23-10-1.
23-12-02	Repair Category (cat D) as per GB item 23-10-1.
23-40-03	Relief as per GB item 23-30-1.
23-50-03	Relief as per GB item 23-50-2.
23-50-05	Sub-item -02 not applicable to Canadian operators.
23-70-01	Relief as per GB item 23-70-1 (CVR only required by regulations case).
25-10-05	Repair Category of sub-item -03 (cat B) as per GB item 25-10-2.
25-20-05	Relief as per GB item 25-20-1.
25-60-03	Sub-items -01 and -02 as per FAA MMEL. Sub-item -03 as per GB item 25-60-2.
25-62-01	Sub-item -01 as per FAA MMEL. Sub-item -02 as per GB item 25-60-1.
26-11-01	Relief includes Note regarding acceptable material used for ballast as per GB item 26-10-5.
26-22-01	Relief as per GB item 26-20-4.
27-20-01	Repair Category (cat C) as per GB item 27-20-1.
30-30-03	Proviso a) as per GB item 30-30-1. Flight restricted to day VMC.
30-40-03	Relief only applicable to systems using fluids not banned by Canadian environmental regulations (ref. GB item 30-40-3).
31-30-03	Relief as per GB item 31-30-1.
33-10-01	Relief as per GB item 33-10-1.
33-40-01	Sub-item -01 relief as per GB item 33-40-2.
33-40-03	Repair Category of sub-item -01 (cat D) as per GB item 33-40-1.
33-40-05	Relief as per GB item 33-40-3.
33-40-08	Repair Category of sub-item -02 (cat D) as per GB item 33-40-1.

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34-25-02	Deferral time in proviso c) as per TC Flight Test internal policy on display unit relief.
34-42-01	Relief as per GB item 34-40-1.
34-44-01	Deferral time in proviso e) as per GB item 34-30-1.
34-44-04	Relief as per GB item 34-40-2.
34-44-05	Relief as per GB item 34-40-2.
34-52-01	Repair Category of sub-item -02 (cat C) as per GB item 34-50-2.
34-60-02	Repair Category (cat C) as per GB item 34-50-1.
35-20-01	Sub-item -01A as per GB item 35-20-1. Sub-item -01B as per FAA MMEL 35-20-01-01. Repair Category of sub-items -02 and -03 (cat D) as per GB item 35-20-2.
35-30-02	Relief as per GB item 35-30-2.
38-30-03	Relief as per GB item 38-30-1. Proviso c) of sub-item -02 as per FAA MMEL.

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**CE-525C**

**Introduction**

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-525C 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 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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21	AIR CONDITIONING							
30-02	Cabin Pressurization System							
	-01	(Unpressurized with cabin occupants)	C	1	0	(O)	May be inoperative provided: a) PRESSURE CONTROL is selected to STBY, b) CABIN PRESSURE is selected to DUMP, 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	
	-02	(Unpressurized without cabin occupants)	C	1	0		No change from FAA MMEL	
33-01	Cabin Outflow Valve		C	2	0	(M)	May be inoperative provided: a) One outflow valve is removed, b) Cabin pressurization system is considered inoperative, and c) Extended overwater operations are prohibited.	



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22	AUTO FLIGHT				
10-01	Autopilot Disconnect Button (Failed deselected)				
-01	Left Control Wheel (AP TRIM DISC)	C	1	0	No change from FAA MMEL
-02	Right Control Wheel (AP TRIM DISC)	C	1	0	No change from FAA MMEL

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23	COMMUNICATIONS					
10-01	High Frequency (HF) Communication System					
	-01	D	-	-		No change from FAA MMEL
	-02	C	-	1		No change from FAA MMEL
	-03 Wire Antenna	C	1	0		No change from FAA MMEL
12-02	VHF Communication System	D	-	-		No change from FAA MMEL
40-03	Passenger Address (PA) System					
	-01 (With cabin occupants)	C	1	0	(O)	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
					NOTE:	No change from FAA MMEL
	-02 (Without cabin occupants)	D	1	0		

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23	COMMUNICATIONS				
50-03	Cockpit Overhead Communication Speaker	C	2	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
50-05	Flight Deck Headsets, Earphones/Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulations may be inoperative.
	-01 Headset Boom Microphones	A	-	0	No change from FAA MMEL
	-02 Headset Boom Microphones				NOT APPLICABLE
	-03 Headset Earphones/Headphones	C	-	1	No change from FAA MMEL
	-04 Active Noise *** Canceling/Reduction Function	D	-	0	No change from FAA MMEL

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23	COMMUNICATIONS				
70-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within three flight days.
	-01 Recorder Independent Power Supply (RIPS)	C	1	0	

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25	EQUIPMENT / FURNISHINGS				
10-05	Flight Crew Seat (Per seat)				
	-01 Armrest				
	-10	C	2	0	No change from FAA MMEL
	-20	C	2	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	No change from FAA MMEL
	-06 Vertical Adjustment	C	1	0	No change from FAA MMEL
	-07 Copilot Seat Belt/Shoulder Harness	C	1	0	No change from FAA MMEL

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25 EQUIPMENT / FURNISHINGS				
20-05 Passenger Convenience / NEF Items				
-01 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 -02 (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				
20-05 Passenger Convenience / NEF Items (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.
60-03 Emergency Medical Equipment				
-01 Automatic External *** Defibrillator (AED) 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.

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25	EQUIPMENT / FURNISHINGS				
60-03	Emergency Medical Equipment (cont'd)				
	-03 First Aid Kit (FAK) and/or Associated Equipment (cont'd)				
	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 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 ELT ***	D	-	-	No change from FAA MMEL
	-02 Fixed ELT	A	-	-	(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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					4.	Remarks or Exceptions	
26 FIRE PROTECTION							
11-01	Baggage Compartment Smoke Detection System (Forward and Aft Baggage)	C	2	0	(O)	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.	
22-01	Portable Fire Extinguisher	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.	

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27	FLIGHT CONTROLS				
20-01	Rudder Pedal Adjustment System	C	4	2	No change from FAA MMEL

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30 ICE AND RAIN PROTECTION					
30-03	Copilot Pitot Heater	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.
40-03	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				
30-03 Flight Data Recorder (FDR) ***				
(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.
-01 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.
-02 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.

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33 LIGHTS				
10-01 Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, and internally lighted annunciators)				
-01	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew member's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
-02	D	-	0	May be inoperative for day operations.
40-01 Anti-Collision Light System (Wing Strobes)				
-01	C	1	0	May be inoperative for day operations.
-02	C	1	0	May be inoperative provided the Ground Recognition Light (Beacon) is operative.

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33	LIGHTS				
40-03	Landing Light System				
	-01	D	2	0	No change from FAA MMEL
	-02	C	2	1	No change from FAA MMEL
	-04 Pulse Light System ***	D	1	0	No change from FAA MMEL
40-05	Position/Navigation Light System	C	1	0	May be inoperative for day operations.
40-08	Taxi Light				
	-01	C	2	0	May be inoperative provided Landing Light System is operative.
	-02	D	2	0	No change from FAA MMEL

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34 NAVIGATION						
25-02	Copilot Multi-function Display (MFD)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, b) COPILOT REVERSION MFD is pushed, and c) Repairs are made within one flight day.
42-01	Weather Radar System	D	1	0		As required by regulations.
44-01	Radio Altimeter System	A	1	0	(M)	May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative, and e) Repairs are made within three flight days.  NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL

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34	NAVIGATION					
44-04	Terrain Awareness and Warning System (TAWS) (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	B	1	0		
-02	Premature Descent Alert Function	B	1	0		
-03	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.
-05	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.
-08	Voice Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
-09 ***	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				
44-05 ***	Terrain Display (Class A TAWS not required)	C	-	0	
52-01	ATC Transponder and Automatic Altitude Reporting System				
-01		D	-	1	No change from FAA MMEL
-02		C	-	0	No change from FAA MMEL
-03 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by regulations	A	-	0	No change from FAA MMEL
-04 ***	ADS-B Squitter Transmissions	A	-	0	No change from FAA MMEL
60-02	Flight Management System (FMS)	C	-	0	No change from FAA MMEL

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35 OXYGEN				
20-01 Passenger Oxygen System				
-01A	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.
-01B	C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, b) Aircraft is operated without cabin occupants, and c) Flight crew oxygen system is operative.
-02 Mask	D	-	0	No change from FAA MMEL
-03 Drop-out Panel	D	-	0	No change from FAA MMEL

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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.

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
38	WATER / WASTE				
30-03	Lavatory Waste System				
	-01	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.
	-02	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 placarded "DO NOT USE TOILET". NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.