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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
CE-680
MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

April 05, 2018
Revision: 01

Canada

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Reasons for Changes

Item No.

- | | |
|-----------------|--|
| 33-50-04 | Re-arranged first and second reliefs as -00A and -00B. Revised Number Installed as per FAA MMEL. |
| 34-51-01 | Deleted as FAA MMEL is aligned with TC Global Change 11. Refer to FAA MMEL. |
| 34-55-01 | Deleted as FAA MMEL is aligned with TC Global Change 11. Refer to FAA MMEL. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-680 aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 5, 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 Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.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 Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.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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21	AIR CONDITIONING							
30-02	Cabin Pressurization System							
-00A	(Unpressurized with cabin occupants) (Units -0001 thru -0500)	C	1	0	(O)	May be inoperative provided: a) CABIN PRESS MODE AUTO/MAN is selected to MANUAL, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flight crew oxygen system is used as required by regulations. NOTE: No change from FAA MMEL.		
-00A	(Unpressurized with cabin occupants) (Units -0501 and on)	C	1	0	(O)	May be inoperative provided: a) PRESSURIZATION AUTO/MAN switch is selected to MANUAL, c) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 10,000 feet cabin altitude or below, and f) Flight crew oxygen system is used as required by regulations. NOTE: No change from FAA MMEL.		
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0500)	C	1	0	(M)(O)	No change from FAA MMEL.		
-00B	(Unpressurized without cabin occupants) (Units -0501 and on)	C	1	0	(M)(O)	No change from FAA MMEL.		

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23 COMMUNICATIONS						
12-01	Very High Frequency (VHF) Communication System	D	-	-		Any in excess of those required by regulations may be inoperative provided: a) It is not powered by a standby or emergency bus, and b) It is not required for emergency purposes.
-01 ***	VHF Datalink (VDL) (Units -0501 and on)	D	-	0		No change from FAA MMEL.
-02 ***	Communications Management Function (CMF) (Units -0001 thru -0500)	D	1	0		No change from FAA MMEL.
-03 ***	Antenna/Jack (For portable device)	D	-	0		No change from FAA MMEL.
40-03	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.
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.

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23	COMMUNICATIONS				
50-05	Cockpit Headset and Boom Microphone	D	-	-	No change from FAA MMEL.
-01A	Boom Microphone (Installations with CVR and FDR)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, b) FDR is operative, and c) Repairs are made within three flight days.
-01B	Boom Microphone (Installations with only CVR)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-02	Headset Earphones / Headphones	C	-	1	No change from FAA MMEL.
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	No change from FAA MMEL.
-04	Powered Headset System (Units -0501 and on)	D	-	0	No change from FAA MMEL.

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23 COMMUNICATIONS						
70-01 Cockpit Voice Recorder (CVR)						
-00A	(If CVR and FDR required by regulations)	A	1	0		May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days.
-00B	(If only CVR required by regulations)	A	1	0		May be inoperative provided repairs are made within three flight days.
-00C	(If CVR not required by regulations)	D	-	0		
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0		No change from FAA MMEL.
-03A	Datalink Recording	C	1	0		No change from FAA MMEL.
-03B	Datalink Recording	A	1	0		No change from FAA MMEL.

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25 EQUIPMENT / FURNISHINGS					
10-05 Flight Crew Seat (Per Seat)					
-01A	Armrest	C	2	0	No change from FAA MMEL.
-01B	Armrest	C	2	0	(M) No change from FAA MMEL.
-02 ***	Lumbar Support	C	1	0	
-03	Recline / Tilt Function	B	1	0	(M)(O) No change from FAA MMEL.
-04 ***	Restraint Buckle Protective Padding	D	1	0	No change from FAA MMEL.
-05	Thigh Support	C	1	0	May be inoperative provided: a) Seat is acceptable to affected crew member, and b) Full flight control movement is available.
-06	Vertical Adjustment	C	1	0	(M)(O) No change from FAA MMEL.

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25	EQUIPMENT / FURNISHINGS			
20-05	Passenger Convenience / NEF Items			<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>
-01	Passenger Convenience Items	-	0	<p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, 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 MEL.</p> <p>NOTE 1: Exterior lavatory door ash trays are not considered convenience items.</p> <p>NOTE 2: 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 3: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>NOTE 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>

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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. NOTE: Exterior lavatory door ashtrays are not considered NEF items.
20-10 ***	"Fasten Seat Belt While Seated", Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.
40-10	Lavatory NO SMOKING Placard	D	-	0	

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25	EQUIPMENT / FURNISHINGS				
60-03	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
	-01 First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the contents of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

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25	EQUIPMENT / FURNISHINGS				
62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type	D	-	-	No change from FAA MMEL.
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) Placard is displayed in flight deck indicating the date ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
-02B	Fixed, Automatic	D	-	-	No change from FAA MMEL.

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26	FIRE PROTECTION				
11-01	Baggage Compartment Smoke Detection System (Units -0001 thru -0500)	C	1	0	No change from FAA MMEL. 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.
11-01	Baggage Compartment Smoke Detection System (Units -0501 and on)	C	1	0	No change from FAA MMEL. 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.
20-01	APU / Baggage Compartment Fire Extinguishing System (Units -0001 thru -0500)	C	1	0	No change from FAA MMEL. 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.
20-01	APU / Baggage Compartment Fire Extinguishing System (Units -0501 and on)	C	1	0	No change from FAA MMEL. 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.
20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0001 thru -0500)	C	1	0	No change from FAA MMEL. NOTE 1: No change from FAA MMEL. NOTE 2: 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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26	FIRE PROTECTION				
20-02	Baggage Compartment Fire Extinguishing System (Nose MDR Bottle) (Units -0501 and on)	C	1	0	No change from FAA MMEL. NOTE 1: No change from FAA MMEL. NOTE 2: 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				
40-04	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 INSTRUMENTS					
20-02	Clock	C	-	-	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
30-03	Flight Data Recorder *** (Cyan or White FDR FAIL message)				
-00A	(FDR not required)	D	1	0	
-00B	(If only FDR required by regulations)	A	1	0	May be inoperative provided repairs are made within three flight days.
-00C	(If FDR and CVR required by regulations)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) Parameters required by regulations	A	-	-	No change from FAA MMEL.
-01B	Flight Data Recorder (FDR) Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
-02	Underwater Locator Device (ULD)	D	1	0	No change from FAA MMEL.

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33	LIGHTS				
10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)				
-00A	(Day)	D	-	0	No change from FAA MMEL.
-00B	(Night)	C	-	-	No change from FAA MMEL.
40-02	Ground Recognition Light (Beacon)				
-00A		C	1	0	May be inoperative provided aircraft is not operated at night.
-00B		C	1	0	May be inoperative provided the Anti-Collision Light System (Strobes) is operative.
40-03	Landing Light				
-00A	(Single light failed)	C	2	1	No change from FAA MMEL.
-00C	(Both lights failed)	D	2	0	No change from FAA MMEL.
-01	Recognition Light Mode	C	1	0	(O) No change from FAA MMEL.
-02	Pulse Light Mode	D	1	0	(O) No change from FAA MMEL.

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33	LIGHTS			
40-09	Taxi Light			
-00A	C	2	1	No change from FAA MMEL.
-00B	C	2	0	No change from FAA MMEL.
-00C	D	2	0	No change from FAA MMEL.
50-04	Exterior Emergency Light			
-00A	C	4	0	No change from FAA MMEL.
-00B	A	4	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					
25-02 Display Unit (Copilot PFD – DU4) (Units -0001 thru -0500)	-	1	1		Must be operative.
25-03 Flight Director System					
-00A (Single Side Failed)	C	2	1		No change from FAA MMEL.
-00B (Both Sides Failed)	C	2	0		May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require its use, c) Autopilot system is considered inoperative (Refer to item 22-10-03), and d) Takeoff / Go-Around Buttons (TOGA) are considered inoperative (Refer to item 22-10-04).
36-01 Reactive Windshear System *** (Includes TAWS windshear mode)	B	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.
42-01 Weather Radar System	D	1	0		No change from FAA MMEL.

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34 NAVIGATION						
44-01	Radar Altimeter System	A	1	0	(M)	May be inoperative provided: a) Radar altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within three flight days. NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL
44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, b) RNP AR procedures are not conducted, and, c) Repairs are made within three flight days.
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O)	No change from FAA MMEL.
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3)	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.

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34	NAVIGATION					
44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (cont'd)					
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	C	1	0	(O)	No change from FAA MMEL.
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O)	No change from FAA MMEL.
-04A	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class A TAWS required)	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0		
-05	Excessive Downward Glideslope / Glidepath Deviation (Mode 5) (Class B TAWS required)	C	-	0		
-05A	Excessive Downward Glideslope / Glidepath Deviation (Mode 5) (Class A TAWS required)	B	-	0		
-05B	Excessive Downward Glideslope / Glidepath Deviation (Mode 5) (Class A TAWS required)	C	-	1		No change from FAA MMEL.

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34	NAVIGATION				
44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (cont'd)				
-06	Terrain Display (Class B TAWS required)	C	-	0	
-06A	Terrain Display (Individual display failed) (Class A TAWS required)	C	-	1	
-06B	Terrain Display (All displays failed) (Class A TAWS required)	B	-	0	
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0	
-07A	Switch (Flap Override, Terrain Inhibit, Terrain Display Inhibit) (Class A TAWS required)	B	-	0	
-07B	Switch (Other excluding TAWS Test) (Class A TAWS required)	C	-	0	
-08	Annunciator / Indication (Class B TAWS required)	C	-	0	
-08A	Annunciator / Indication (Terrain Inhibited) (Class A TAWS required)	B	-	0	
-08B	Annunciator / Indication (Other) (Class A TAWS required)	C	-	0	

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
34	NAVIGATION			
51-01	Distance Measuring Equipment (DME)			Deleted in Revision 01
55-01 ***	Automatic Direction Finder (ADF)			Deleted in Revision 01
61-01	Navigation Database	C	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.

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Aircraft: CE-680			Revision No. 00 Date: Sep. 02, 2015		Page: 35-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
35 OXYGEN					
20-01 Passenger Oxygen System					
-00A (With cabin occupants)	B	1	0	(O)	May be inoperative provided: a) Cabin pressurization system is operative, b) Minimum en route altitude does not exceed 13,000 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.
-00B (Without cabin occupants)	C	1	0		No change from FAA MMEL.
-00C (Cabin unpressurized)	C	1	0		No change from FAA MMEL.
-01 Mask	C	-	0	(M)	No change from FAA MMEL.
-02 Drop-out Panel (Units -0001 thru -0500)	C	-	0	(M)	No change from FAA MMEL.
-02 Drop-out Panel (Decorative cover) (Units -0501 and on)	C	-	0		No change from FAA MMEL.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
35 OXYGEN					
30-01 Portable Oxygen System ***	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.
30-02 Protective Breathing *** Equipment (PBE)	D	-	-	(M)(O)	Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
38 WATER / WASTE					
10-01 Potable Water System ***	C	-	0	(M)(O)	System may be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. NOTE 1: The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
-01 Individual Components	C	-	-	(M)	No change from FAA MMEL.

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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	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.	
-01	Individual Components	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.	