



Transport  
Canada

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Canada

**TRANSPORT CANADA**  
**MMEL SUPPLEMENT**  
**TO**  
**CE-750**  
**MASTER MINIMUM EQUIPMENT LIST**

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

**May 17, 2018**  
**Revision: 04**

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<b>Revision No.</b>	<b>Date</b>	<b>Page Number</b>	<b>Initials</b>
Original	Jun. 01, 1988	All	
01	May 08, 2003	All	
02	Oct. 27, 2003	I, II, III, IV, V, 34-6	
03	June 25, 2015	All	
04	May 17, 2018	I, II, III, IV, V, VI, 21-5 (deleted), 22-1 (deleted), 23-1, 25-6, 26-1, 26-2 (deleted), 30-1, 33-1, 33-2, 33-3 (deleted), 34-1, 34-2, 34-8, 34-9 (deleted), 35-3	

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**Reasons for Changes**

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<b>General</b>	Alignment with FAA MMEL Revision 7.
<b>21-31-02</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>21-32-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>21-32-02</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>21-33-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>22-10-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>22-10-03</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>23-12-01</b>	Deleted. Refer to FAA MMEL.
<b>23-20-03</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>25-62-01</b>	Revised title of -02A and -02B as per FAA MMEL. Deleted -03 as per FAA MMEL.
<b>26-11-01</b>	Removed duplicated item number from second relief.
<b>N/A</b>	Removed from TCS (previously deleted in Revision 03): <ul style="list-style-type: none"><li>➤ Lavatory Fire Extinguishing Systems</li><li>➤ Lavatory Smoke Detection System</li></ul>
<b>30-30-03</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>33-10-01</b>	Formatting changes to align with FAA MMEL. Second relief as per GB item 33-10-1.
<b>33-20-04</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>33-40-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>33-40-02</b>	Revised Number Installed as per FAA MMEL.
<b>33-40-08</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>33-40-10</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>N/A</b>	Removed from TCS (previously deleted in Revision 03): <ul style="list-style-type: none"><li>➤ Internal Emergency Lighting System</li><li>➤ Floor Proximity Emergency Escape Path Markings System Lights</li></ul>
<b>34-22-02</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>34-25-03</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>34-34-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>34-45-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>34-54-01</b>	Removed from TCS. Item previously deleted in TCS Revision 03.
<b>34-60-02</b>	Removed from TCS. Item previously deleted in TCS Revision 03.

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<b>N/A</b>	Removed from TCS (previously deleted in Revision 03): <ul style="list-style-type: none"><li>➤ Long Range Navigation Systems</li><li>➤ Turn and Slip Indicator</li><li>➤ Vertical Speed Indicator</li><li>➤ Direction Indicators (HSI, EHSI, RMI)</li></ul>
<b>35-30-02</b>	Revised item title as per FAA MMEL.

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## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-750.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 7, 05/07/2018 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



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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
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) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, c) CABIN DUMP is selected ON, d) ISO VLV CLOSE is selected ON, e) Aircraft is operated at 10,000 feet cabin altitude or below, and f) Flight crew oxygen system is used as required by regulations.  NOTE 1: CABIN ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear at 10,000 feet cabin altitude.  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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21	AIR CONDITIONING						
30-02	Cabin Pressurization System (cont'd)						
-00A	(Unpressurized with cabin occupants) (Units -0501 and on)	C	1	0	(O)	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION AUTO/MAN switch is selected to MANUAL, c) CABIN DUMP is selected to DUMP, d) BAG ISOL is selected to CLOSED, e) Aircraft is operated at 10,000 feet cabin altitude or below, and f) Flight crew oxygen system is used as required by regulations.  NOTE 1: CABIN ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.  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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21	AIR CONDITIONING						
30-02	Cabin Pressurization System (cont'd)						
-00B	(Unpressurized without cabin occupants) (Units -0001 thru -0500)	C	1	0	(O)	May be inoperative provided:  a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, c) CABIN DUMP is selected ON, d) ISO VLV CLOSE is selected ON, e) PASS OXY is selected OFF, f) No cabin occupants are carried, g) Aircraft is operated at FL250 or below, and h) Flight crew oxygen system is used as required by regulations.  NOTE 1: CABIN ALTITUDE amber message may appear at 8,500 feet cabin altitude. CABIN ALTITUDE red message may appear at 10,000 feet cabin altitude.  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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21	AIR CONDITIONING							
30-02	Cabin Pressurization System (cont'd)							
-00B	(Unpressurized without cabin occupants) (Units -0501 and on)	C	1	0	(O)	May be inoperative provided: a) Baggage compartment remains empty (excluding ballast and/or fly away kits), b) PRESSURIZATION AUTO/MAN switch is selected to MANUAL, c) CABIN DUMP is selected to DUMP, d) BAG ISOL is selected to CLOSED, e) PASS OXY is selected OFF, f) No cabin occupants are carried, g) Aircraft is operated at FL250 or below, and h) Flight crew oxygen system is used as required by regulations.  NOTE 1: CABIN ALTITUDE amber or red message may appear at 8,000 feet cabin altitude and CABIN ALTITUDE aural warning may sound.  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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					4.	Remarks or Exceptions	
23	COMMUNICATIONS						
12-01	Communications Systems (VHF and UHF) (UHF Units -0001 thru -0500)					Deleted in Revision 04	
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.	

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				4.	Remarks or Exceptions
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	Cockpit Headset and Boom Microphone	D	-	-	No change from FAA MMEL.
-01A	Boom Microphone (Installations with CVR and FDR where CVR is required to be capable of recording boom microphone)	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 CVR and FDR where CVR is not required to be capable of recording boom microphone)	D	-	0	

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23	COMMUNICATIONS				
50-05	Cockpit Headset and Boom Microphone (cont'd)				
-01C	Boom Microphone (Installations with only CVR where CVR is required to be capable of recording boom microphone)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-01D	Boom Microphone (Installations with only CVR where CVR is not required to be capable of recording boom microphone)	D	-	0	
-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 -0001 thru -0500)	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	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	D	1	0	No change from FAA MMEL
05	Thigh Support	C	1	0	No change from FAA MMEL
06	Vertical Adjustment	C	1	0	No change from FAA MMEL
07	Fore/Aft Adjustment	C	1	0	(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crew member, and b) Egress is not impaired.

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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 ***	Firs 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.	

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25	EQUIPMENT/ FURNISHINGS				
60-03	Emergency Medical Equipment (cont'd)				
03 ***	Firs Aid Kit (FAK) (Includes associated equipment) (cont'd)				
	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	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	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 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.
	Baggage Compartment Smoke Detection System (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
40-01	Horizontal Stabilizer Control Wheel Switch (Fails to arm or drive stabilizer)	C	2	1		One may be inoperative for the pilot not flying provided the standby (secondary) trim system is operative.



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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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				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
31	INDICATING/ RECORDING SYSTEMS					
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)	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
40-02	Ground Recognition Light (Beacon)				
00A		C	2	0	May be inoperative provided aircraft is not operated at night.
00B		C	2	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, day)	D	2	0	No change from FAA MMEL
01	Recognition Light Mode	C	1	0	No change from FAA MMEL
02	Pulse Light Mode	D	1	0	No change from FAA MMEL

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				4.	Remarks or Exceptions
33	LIGHTS				
40-09	Taxi Light				
00A	(Single light failed)	C	2	1	No change from FAA MMEL
00B	(Both lights failed, night)	C	2	0	No change from FAA MMEL
00C	(Both lights failed, day)	D	2	0	No change from FAA MMEL
01	Wingtip Downwash Light	C	2	0	No change from FAA MMEL
50-04	Exterior Emergency Light	C	2	0	No change from FAA MMEL
		A	2	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					
23-01 Non-stabilized Magnetic Compass (Units -0001 thru -0500)					
00A	B	1	0		May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
00B	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 en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
00C	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, if necessary, used in conjunction with approved free gyro navigation techniques.

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34	NAVIGATION						
25-02	Display Unit (Center - DU3) (Units -0001 thru -0500) (Amber CHECK DU 3 message)	A	1	0		May be inoperative provided: a) Affected display unit is installed in center position, b) EICAS DSPLY is selected L or R, as desired, and c) Repairs are made within three flight days.	
36-01 ***	Reactive Windshear System (Includes TAWS windshear mode) (Amber WINDSHEAR FAIL message)	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	
01 ***	Radar Control Panel (Units -0001 thru -0500) (Aircraft with two control panels)	C	2	1			

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34 NAVIGATION								
44-01 Radar Altimeter System								
00B	(TAWS or TCAS II required) (Units -0001 thru -0500)	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), e) Autothrottle system, if installed, is considered inoperative, and f) Repairs are made within three flight days.  NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL		
00B	(TAWS or TCAS II required) (Units -0501 and on)	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		

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34	NAVIGATION							
44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Amber TERRAIN FAIL, TERR FAIL, GROUND PROX FAIL, or GPWS FAIL message)	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 (Amber TERRAIN FAIL or TERR FAIL message)	B	2	0		No change from FAA MMEL		
02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 3) (Amber GROUND PROX FAIL or GPWS FAIL message)	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.		
03A	Voice Callouts (Mode 6) ("Five-Hundred") (Amber GROUND PROX FAIL or GPWS FAIL message)	C	1	0		No change from FAA MMEL		
03B	Voice Callouts (Mode 6) (Other) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	0		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)						
04A			Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	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) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	2	0			
05			Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	0			

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				4.	Remarks or Exceptions
34	NAVIGATION				
44-03	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (cont'd)				
05A	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	B	-	0	
05B	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class A TAWS required) (Amber GROUND PROX FAIL or GPWS FAIL message)	C	-	1	No change from FAA MMEL
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	

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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)						
07	Switch (Any excluding TAWS Test) (Units -0001 thru -0500) (Class B TAWS required)	C	-	0			
07A	Switch (Flap Override, Terrain Inhibit, Terrain Display Inhibit) (Units -0001 thru -0500) (Class A TAWS required)	B	-	0			
07B	Switch (Other excluding TAWS Test) (Units -0001 thru -0500) (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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				4.	Remarks or Exceptions
34 NAVIGATION					
51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
55-01 ***	Automatic Direction Finder (ADF)	D	-	0	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
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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					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		No change from FAA MMEL	
02	Drop-out Panel (Units -0001 thru -0500)	C	-	0		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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					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.	

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System & Sequence Numbers		1.	2.	Number Installed
				3. Number Required for Dispatch
				4. Remarks or Exceptions
35 OXYGEN				
30-02 ***	Portable 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	
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				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	-	-	No change from FAA MMEL.



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					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 door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".  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.	