Transport Canada Transports Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

FALCON 900EX

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:
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Chief, Flight Test
National Aircraft Certification
for Minister of Transport

July 12, 2023
Revision: 04

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Jun. 01, 2001	All	
01	Nov. 19, 2003	All	
02	Nov. 10, 2004	I, II, III, IV, V, 21-1, 21-2, 21-3, 23-1, 25-1, 26-1, 27-3, 33-3, 34-3, 34-5, 35-1, 35-3, 35-4, 35-5, 38-1	
03	Sep. 29, 2015	All	
04	July 12, 2023	All	

Reasons for Changes

General	1. Alignment with: • EASA MMEL Revision 5 • TC Guidance Book (GB) Revision 8 2. Complete item re-numbering as per EASA MMEL Revision 5.	
NEW Item No.	**OLD Item No.**	
21-30-09	21-4	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
21-32-00	21-1	Renumbered and revised item title as per EASA MMEL. Revised dispatch conditions of 21-32-00-A.
21-32-06	21-3	Removed from TC MMEL Supplement as item had been previously deleted.
21-52-00	21-9	Removed from TC MMEL Supplement as item had been previously deleted.
21-64-04	21-8	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
22-10-00	22-1	Renumbered and revised item/sub-item titles as per EASA MMEL.
22-10-01	22-5	Renumbered and revised as per EASA MMEL.
22-10-05	22-6	Renumbered as per EASA MMEL.
22-10-10	22-2	Renumbered and revised item title as per EASA MMEL. Minor changes in 22-10-10-A c) to reflect the item title.
N/A	22-7	Removed from TC MMEL Supplement as item had been previously deleted.
23-11-00	23-3	Renumbered and revised as per EASA MMEL. Deleted second relief.
23-12-00	23-2	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
23-20-05	23-8	Renumbered and revised item title as per EASA MMEL.
23-20-10	23-7	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
23-50-75	23-4	Renumbered and minor change in item title (deleted “s” from “Speakers”).
23-50-80	23-5 23-17	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
23-50-95	23-6	Renumbered and revised item title as per EASA MMEL. Removed numbering from sub-items.
23-52-10	23-12	Renumbered and deleted. Refer to EASA MMEL.
N/A	23-15	ACARS – Deleted and removed from TC MMEL Supplement.
N/A	23-16	Removed from TC MMEL Supplement as item had been previously deleted.

Reasons for Changes (cont'd)

NEW Item No.	OLD Item No.	
N/A	23-18	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	23-19	Removed from TC MMEL Supplement as item had been previously deleted.
25-11-00	25-1	Renumbered and revised as per EASA MMEL.
25-11-20	25-5	Removed from TC MMEL Supplement as item had been previously deleted.
25-13-31	25-2	Renumbered as per EASA MMEL.
25-20-01	25-16	Renumbered and revised as per GB item 25-20-1.
25-21-01	25-4	Renumbered and deleted. Refer to EASA MMEL.
25-40-05	25-7	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
25-60-10	N/A	New item as per GB item 25-60-4.
25-60-11	25-17	Renumbered and revised item title as per EASA MMEL.
25-61-00	25-6	Renumbered and revised item title as per EASA MMEL.
25-64-21	25-18	Renumbered and revised item title as per EASA MMEL.
N/A	25-8	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-10	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-11	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-12	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-13	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-14	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	25-19	Removed from TC MMEL Supplement as item had been previously deleted.
26-10-20	26-1	Renumbered and deleted. Refer to EASA MMEL.
26-20-15	26-4	Renumbered and minor change in item title (deleted "s" from "Extinguishers").
N/A	26-5	Removed from TC MMEL Supplement as item had been previously deleted.
27-00-09	27-17	Renumbered and revised item title as per EASA MMEL.
27-00-10	27-1	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
27-35-01	27-11	Renumbered and revised item title as per EASA MMEL. Revised dispatch conditions to indicate "No change from EASA MMEL" for provisos a) to d).
27-35-10	27-10	Renumbered and revised item title as per EASA MMEL. Revised dispatch conditions to indicate "No change from EASA MMEL" for provisos a) and b).
27-40-11	27-12	Renumbered and revised item title as per EASA MMEL.

Reasons for Changes (cont'd)

NEW Item No.	OLD Item No.	
N/A	27-7	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	27-15	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	27-20	Rudder Pedal Adjustment. Removed from TC MMEL Supplement. See item 25-13-31.
28-41-17	28-7	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
28-43-01	28-17	Renumbered and revised item title as per EASA MMEL.
28-50-10	28-23	Renumbered.
N/A	28-1	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	28-9	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	28-18	Removed from TC MMEL Supplement as item had been previously deleted.
30-30-05	30-13	Renumbered and revised item title as per EASA MMEL.
N/A	30-5	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	30-7	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	30-8	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	30-12	Removed from TC MMEL Supplement as item had been previously deleted.
31-21-00	31-2	Renumbered and revised item title as per EASA MMEL.
31-31-32	31-1	Renumbered, revised item title, and reformatted as per EASA MMEL.
31-32-00	31-4	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
N/A	31-3	Removed from TC MMEL Supplement as item had been previously deleted.
32-41-49	N/A	New item as per GB item 32-40-1.
33-10-01	33-1	Renumbered and revised item title as per EASA MMEL. Revised as per GB item 33-10-1.
33-20-00	33-7	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
33-40-00	33-16 33-17	Merged items 33-16 and 33-17 into a single item as per EASA MMEL. Editorial and formatting changes as per EASA MMEL.
33-40-37	33-12	Renumbered and minor change in item title (deleted "s" from "Lights"). Deleted item. Refer to EASA MMEL.
33-40-41	33-13	Renumbered and deleted. Refer to EASA MMEL.
33-40-70	33-18	Renumbered and minor change in item title (deleted "s" from "Lights"). Deleted item. Refer to EASA MMEL.

Reasons for Changes (cont'd)

NEW Item No.	OLD Item No.	
N/A	33-19	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	33-20	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	33-21	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	33-22	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	33-23	Removed from TC MMEL Supplement as item had been previously deleted.
34-01-00	34-1	Renumbered and revised item title as per EASA MMEL. Revised dispatch conditions a) to d) to indicate "No change from EASA MMEL".
34-15-02	34-8	Renumbered, revised item title, and reformatted as per EASA MMEL.
34-25-00	34-5	Former item 34-5 has been split into three distinct items in the EASA MMEL: ➢ 34-22-00 – IRS – Refer to EASA MMEL ➢ 34-23-00 – Standby Horizon – Refer to EASA MMEL ➢ 34-25-00 – Standby Magnetic Compass – As per this TC MMEL Supplement
34-41-00	34-17	Renumbered and revised item title as per EASA MMEL.
34-42-00	34-21	Renumbered, revised item title, and revised dispatch conditions as per EASA MMEL.
34-44-00	34-19	Renumbered, revised item title, and reformatted as per EASA MMEL.
34-45-00	34-18	Renumbered, revised item title, and reformatted as per EASA MMEL.
34-51-00	34-6	Renumbered and minor change in item title (deleted "s" from "Functions"). Deleted Note.
34-51-40	34-13	Renumbered and revised item title as per EASA MMEL. Reformatted as per GB item 34-50-1.
34-51-60	34-20	Renumbered and revised item title as per EASA MMEL. Revised as per GB item 34-50-1.
34-52-00	34-14	Renumbered and revised item title as per EASA MMEL. Revised as per GB item 34-50-1.
34-53-00	34-16	Renumbered and revised item title as per EASA MMEL. Revised as per GB item 34-50-1.
34-54-00	34-15	Renumbered and revised item title as per EASA MMEL. Revised as per GB item 34-50-2.
34-60-00	34-11	Renumbered, revised item title, and reformatted as per EASA MMEL.
34-60-20	34-24	Renumbered and minor change in item title (deleted "s" from "Databases"). Deleted item. Refer to EASA MMEL.
34-60-30	34-25	Renumbered and deleted. Refer to EASA MMEL item 45-90-00.
N/A	34-2	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	34-3	Removed from TC MMEL Supplement as item had been previously deleted.

Reasons for Changes (cont'd)

NEW Item No.	OLD Item No.	
N/A	34-4	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	34-9	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	34-12	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	34-23	Removed from TC MMEL Supplement as item had been previously deleted.
35-20-00	35-1 35-2 35-3	Merged former item 35-1, 35-2, and 35-3 into a single item as per EASA MMEL.
35-30-10	35-4	Renumbered and revised item title as per EASA MMEL. Replaced "portable" with "protective" in dispatch conditions.
N/A	35-5	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	35-6	Removed from TC MMEL Supplement as item had been previously deleted.
38-10-00	38-1	Renumbered and reformatted. Revised dispatch conditions of first relief as per GB item 38-10-1.
38-30-05	38-2	Renumbered and reformatted. Revised first relief as per GB item 38-30-1.
49-70-00	49-4	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
49-70-41	49-5	Renumbered and revised item title as per EASA MMEL and deleted. Refer to EASA MMEL.
N/A	52-1	Removed from TC MMEL Supplement as item had been previously deleted.
N/A	56-1	Deleted and removed from TC MMEL Supplement. Item no longer addressed in the EASA MMEL.
73-20-02	73-1	Renumbered and deleted. Refer to EASA MMEL.
78-30-00	N/A	New item to indicate Repair Interval Category C.
78-30-06	N/A	New item to indicate Repair Interval Category C.
78-30-08	N/A	New item to indicate Repair Interval Category C.
78-30-10	78-2	Renumbered as per EASA MMEL.

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the Falcon 900EX.

This MMEL Supplement must be used in conjunction with the EASA Approved MMEL (Revision 5 or later applicable revision).

The information contained herein supersedes the existing EASA MMEL only for those items listed herein. For items not contained in this Supplement, consult the EASA Approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the EASA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement, and not indicated in the EASA Approved MMEL, must be provided by the operator.

This MMEL Supplement uses the standard four-column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155E). The same definitions and symbols as the EASA MMEL are also used. Items that have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

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
21	AIR CONDITIONING				
21-30-09	Triple Cabin Indication				Deleted in Revision 4 Refer to EASA MMEL
21-32-00	CPC (Cabin Pressure Controller)				
21-32-00-A		C	1	0	(O) May be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, c) No change from EASA MMEL, d) No change from EASA MMEL, e) No change from EASA MMEL, f) No change from EASA MMEL, g) No change from EASA MMEL, and h) One autopilot is operative.
21-32-00-B		C	1	0	No change from EASA MMEL
21-64-04	CABIN and CREW Air Conditioning Valve				Deleted in Revision 4 Refer to EASA MMEL

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
22	AUTO FLIGHT				
22-10-00	Autopilot Computer				
22-10-00-10	AP (Autopilot) Function				
22-10-00-10-A		C	2	1	No change from EASA MMEL
22-10-00-10-B		B	2	0	No change from EASA MMEL
22-10-00-20	FD (Flight Director) Function				No change from EASA MMEL
22-10-00-30	YD (Yaw Damper) Function	C	2	0	No change from EASA MMEL
22-10-00-40	MT (Mach Trim) Function	C	2	0	Except where enroute operations require their use, may be inoperative provided operations are conducted at or below M = 0.8 when autopilot is disengaged.
22-10-00-55	AP (Autopilot) Warning Flag	C	1	0	No change from EASA MMEL
22-10-00-60	AT (Autothrottle) Function	C	1	0	No change from EASA MMEL
22-10-00-80	CPL Function	C	2	1	No change from EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
22	AUTO FLIGHT				
22-10-01	Flight Guidance Panel				
22-10-01-02	APP Pushbutton	C	1	0	No change from EASA MMEL
22-10-01-03	AP Pushbutton	B	1	0	No change from EASA MMEL
22-10-01-05 to 22-10-01-11					No change from EASA MMEL
22-10-01-13	ALT Pushbutton	B	1	0	No change from EASA MMEL
22-10-01-40 to 22-10-01-90					No change from EASA MMEL
22-10-05	Servomotor (Pitch and Roll)	B	2	0	No change from EASA MMEL
22-10-10	Autopilot Quick Disconnect Pushbutton				
22-10-10-A		C	2	1	One may be inoperative provided: a) The autopilot is not used below 1,500 ft. AGL, b) Approach minimuns do not require the use of the autopilot, and c) The pilot flying has the operative disconnect pushbutton.
22-10-10-B		B	2	0	No change from EASA MMEL

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
23-11-00	VHF/UHF (Very/Ultra High Frequency) Communication System	D	-	-	Any in excess of those required by regulations may be inoperative provided: a) VHF #1 is operative, and b) It is not required for emergency purposes.
23-12-00	HF (High Frequency) Communication System				Deleted in Revision 4 Refer to EASA MMEL
23-20-05	CVR (Cockpit Voice Recorder)				
	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.
	If only CVR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
23-20-10	SELCAL (Selective Call System)				Deleted in Revision 4 Refer to EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
23	COMMUNICATIONS				
23-50-75	Cockpit 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.
23-50-80	Headset, Microphone				Deleted in Revision 4 Refer to EASA MMEL
23-50-95	PA (Public Address) System				
	Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
23-52-10	Crewmember Interphone System				Deleted in Revision 4 Refer to EASA MMEL

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25	EQUIPMENT/FURNISHING					
25-11-00	Crew Member Seat					
25-11-00-10	Vertical Adjustment	C	2	0	(O)(M)	No change from EASA MMEL
25-11-00-15	Recline Adjustment	B	2	0	(M)	No change from EASA MMEL
25-11-00-20	Armrest					No change from EASA MMEL
25-11-00-30	Headrest	C	2	0		No change from EASA MMEL
25-13-31	Rudder Pedal Adjustment	C	2	0	(M)	May be inoperative provided: a) The rudder pedals can be secured in a position which meets individual pilot requirements, and b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations.
25-20-01	Non-Essential Equipment and Furnishings (NEF)		-	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (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.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25	EQUIPMENT/FURNISHING					
25-21-01	Passenger Seat					Deleted in Revision 4 Refer to EASA MMEL
25-40-05	Lavatory Door Ashtray					Deleted in Revision 4 Refer to EASA MMEL
25-60-10 ***	AED (Automatic External Defibrillator) and/or Associated Equipment	D	-	-	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
25-60-11 ***	EMK (Emergency Medical Kit) 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 procedures are established and used to alert crew members of missing or incomplete kits.
25-61-00	ELT (Emergency Locator Transmitter)					
25-61-00-05	Fixed ELT	A	-	0	(M)	May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
25-61-00-10	Survival Type ELT	D	-	-		Any in excess of those required by regulations may be inoperative or missing.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
25	EQUIPMENT/FURNISHING				
25-64-21	FAK (First Aid Kit) 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.
25-64-21-05	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 content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26	FIRE PROTECTION				
26-10-20	APU Fire Warning System				Deleted in Revision 4 Refer to EASA MMEL
26-20-15	Hand Fire Extinguisher	D	-	-	(O)(M) 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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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch		4. Remarks or Exceptions
27 FLIGHT CONTROLS					
27-00-09 "STALL…" Aural Warning		1	1		Must be operative.
27-00-10 T/O CONFIG Warning Light					Deleted in Revision 4 Refer to EASA MMEL
27-35-01 Elevator Arthur Variable Bellcrank	B	1	0	(O)(M)	May be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, c) No change from EASA MMEL, d) No change from EASA MMEL, and e) Airspeed does not exceed 220 KIAS/.74 Mach.
27-35-10 PITCH FEEL Caution Light	B	1	0	(O)(M)	May be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, and c) Airspeed does not exceed 220 KIAS/.74 Mach.
27-40-11 Horizontal Stabilizer Trim Aural Warning		1	1		Must be operative.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
28	FUEL SYSTEM				
28-41-17	Center Engine Fuel Computer				Deleted in Revision 4 Refer to EASA MMEL
28-43-01	Fuel Temperature Indication (TEMP)	C	1	0	(O) May be inoperative provided: a) Boost pumps, transfer systems and engine crossfeed operate normally, and b) Operations are conducted at a TAT ≥ 3° C above fuel freeze point.
28-50-10	Pressure Refueling Cap	A	1	0	(M) May be inoperative (missing) provided: a) Refueling receptacle is checked for contamination before each refueling, b) No leakage can be detected after refueling is complete, and c) Repair (replacement) is made within three flight days.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
30	ICE AND RAIN PROTECTION				
30-30-05	Normal Static Port Heating System	B	2	1	No change from EASA MMEL

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31	INDICATING/RECORDING SYSTEMS				
31-21-00	Clock	C	2	0	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
31-31-32	DFDR (Digital Flight Data Recorder)				
31-31-32-A	FDR and CVR required by regulations	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within three flight days.
31-31-32-B	FDR only required by regulations	A	-	0	May be inoperative provided repairs are made within three flight days.
31-31-32-C	FDR not required by regulations	D	-	0	
31-31-32-10	Digital FDR Recording 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.
31-31-32-20	Digital FDR Recording 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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31	INDICATING/RECORDING SYSTEMS			
31-32-00	QAR (Quick Access Recorder) (A/C with M3352 or M5197)			Deleted in Revision 4 Refer to EASA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
32 LANDING GEAR				
32-41-49 Antiskid System	B	1	0	(O) May be inoperative provided: a) AFM Limitations, Performance, and Procedures are applied, and b) Crew members are the only occupants of the aircraft.

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
33-10-01	Cockpit and Instrument Panel Light				
33-10-01-A		C	-	-	No change from EASA MMEL
33-10-01-B		C	-	0	No change from EASA MMEL
33-20-00	Cabin Lighting				Deleted in Revision 4 Refer to EASA MMEL
33-40-00	Anti-Collision Light				
33-40-00-10	Red ANTICOL Light				
33-40-00-10-A		C	2	0	May be inoperative provided white ANTICOL lights are operative.
33-40-00-10-B		C	2	0	May be inoperative for day operations.
33-40-00-20	White ANTICOL Light				
33-40-00-20-A		C	3	0	May be inoperative provided red ANTICOL lights are operative.
33-40-00-20-B		C	3	0	May be inoperative for day operations.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33 LIGHTS				
33-40-37	Landing Light			Deleted in Revision 4 Refer to EASA MMEL
33-40-41	Taxi Light			Deleted in Revision 4 Refer to EASA MMEL
33-40-70	Wing Ice Detection Light			Deleted in Revision 4 Refer to EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION					
34-01-00	EFIS (Electronic Flight Instrument)	A	5	4	(O) Navigation Display (ND) on Pilot Monitoring side may be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, c) No change from EASA MMEL, d) No change from EASA MMEL, and e) Repairs are made within one flight day.
34-01-00-10	EFIS Fan	C	5	4	No change from EASA MMEL
34-15-02	Altitude Alerting System				
34-15-02-01	Aural Alert	A	2	0	Except where enroute operations require its use, may be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, and c) Repairs are made within three flight days.
34-15-02-02	Visual Alert	A	2	0	Except where enroute operations require its use, may be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, and c) Repairs are made within three flight days.
34-15-02-03	Altitude Alerting Preselector System	A	1	0	No change from EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-25-00	Standby Magnetic Compass				
34-25-00-A		B	1	0	May be inoperative provided any combination of three gyro or INS(IRU) stabilized compass systems are operative.
34-25-00-B		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.
34-25-00-C		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.
34-25-00-01	Compass Lighting				
34-25-00-01-A		B	1	0	No change from EASA MMEL
34-25-00-01-B		C	1	0	No change from EASA MMEL

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System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION					
34-41-00	Weather Radar (WX)	D	1	-	Any in excess of those required by regulations may be inoperative.
34-42-00	RA (Radio Altimeter)	A	-	0	(O) May be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, c) No change from EASA MMEL, d) No change from EASA MMEL, e) Repairs are made within three flight days.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-44-00	TCAS (Traffic Alert and Collision Avoidance System)				
34-44-00-A		B	1	0	(M) May be inoperative provided a) System is deactivated and secured, and b) Operating procedures do not require its use.
34-44-00-B		C	-	-	No change from EASA MMEL
34-44-00-10	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System	C	-	1	May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.
34-44-00-20	Resolution Advisory (RA) Display System				
34-44-00-20-A		C	-	1	No change from EASA MMEL
34-44-00-20-B		C	-	0	No change from EASA MMEL
34-44-00-30	Traffic Alert (TA) Display System	C	-	0	No change from EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION					
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System)				
	Class A E-GPWS/GPWS				
34-45-00-A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
34-45-00-B		C	-	0	No change from EASA MMEL
34-45-01-11	Modes 1 to 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
34-45-01-12	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
34-45-01-13	Glideslope Deviation (Mode 5)				
34-45-01-13-A		C	-	1	
34-45-01-13-B		B	-	0	May be inoperative.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (cont'd)				
	Class A E-GPWS/GPWS (cont'd)				
34-45-01-14	Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
34-45-01-15	Windshear Mode (Mode 7) ***	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
		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.
34-45-01-20	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
34-45-01-21	Terrain Displays	B	-	0	May be inoperative.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (cont'd)				
	Class A E-GPWS/GPWS (cont'd)				
34-45-01-22	Runway Awareness and Advisory System (RAAS) ***	C	1	0	May be inoperative.
	Class B E-GPWS/GPWS				
34-45-00-A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
34-45-00-B		C	-	0	Any in excess of those required may be inoperative.
34-45-01-11	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.
34-45-01-12	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (cont'd)				
	Class B E-GPWS/GPWS (cont'd)				
34-45-01-13	Modes 2, 4 and 5 ***	C	3	0	May be inoperative.
34-45-01-14	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
34-45-01-15	Windshear Mode ***	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.
34-45-01-20	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
34-45-01-21	Terrain Displays ***	C	-	0	May be inoperative.
34-45-01-22	Runway Awareness and Advisory System (RAAS) ***	C	1	0	May be inoperative.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
34-45-00	E-GPWS/GPWS (Enhanced-Ground Proximity Warning System) (cont'd)					
	Class C E-GPWS/GPWS ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
34-51-00	VOR / ILS Function	C	2	-		Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
34-51-40	Marker Beacon System					
34-51-40-A		C	2	-	(O)	Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
34-51-40-B		D	2	-		May be inoperative provided procedures do not require its use.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
34-51-60	GPS (Global Positioning System)					
34-51-60-A		C	2	-	(O)	Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
34-51-60-B		D	2	-		May be inoperative provided procedures do not require its use.
34-52-00	DME (Distance Measuring Equipment)	D	2	-		Any in excess of those required by regulations may be inoperative.
34-53-00	ADF (Automatic Direction Finder)	D	2	-		Any in excess of those required by regulations may be inoperative.

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34	NAVIGATION				
34-54-00	ATC Transponder Function				
34-54-00-40	Mode A / Mode C				
34-54-00-40-A		B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: No change from EASA MMEL
34-54-00-40-B		D	2	-	No change from EASA MMEL
34-54-00-50	Mode S				
34-54-00-50-A		D	2	-	No change from EASA MMEL
34-54-00-50-B		B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTES 1 to 4: No change from EASA MMEL
34-54-00-70	Enhanced Surveillance Functions				No change from EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34	NAVIGATION					
34-60-00	FMS (Flight Management System)					
34-60-00-A	(A/C without M0205)	C	-	1		No change from EASA MMEL
34-60-00-B	(A/C with M0205)	C	-	0	(O)	Except where enroute/terminal operations require its use, may be inoperative provided IRS is initialized by Lasertrack.
34-60-20	Navigation Database					Deleted in Revision 4 Refer to EASA MMEL
34-60-30	Navigation Databases Data Loader					Deleted in Revision 4 Refer to EASA MMEL item 45-90-00

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
35-20-00	Passenger Oxygen System				
35-20-00-A		D	1	0	No change from EASA MMEL
35-20-00-B		B	1	0	(O) May be inoperative provided: a) Minimum en route altitude does not exceed 13,000 ft above MSL, b) Pressurization system is operative, 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.
35-20-00-10	Mask Automatic Drop Out Mode	B	1	0	(O)(M) May be inoperative provided: a) Flight level is limited to FL300 or below, b) No change from EASA MMEL, and c) No change from EASA MMEL.
35-20-00-20	Mask Unit	D	-	-	No change from EASA MMEL

System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
35	OXYGEN				
35-30-10	PBE (Protective Breathing Equipment)	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative of 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.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
38 WATER/WASTE				
38-10-00 Potable Water Systems				
38-10-00-A	C	-	0	(O)(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced. NOTES: 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. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
38-10-00-B	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.

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
38 WATER/WASTE				
38-30-05 Lavatory Waste System				
38-30-05-A	C	1	0	(M) May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Lavatory door is secured closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTES: 1. These provisions are not intended to prohibit inspections by crewmembers. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
38-30-05-B	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.

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49	APU			
49-70-00	APU Indications			Deleted in Revision 4 Refer to EASA MMEL
49-70-41	APU OIL Amber Light			Deleted in Revision 4 Refer to EASA MMEL

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System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
73	ENGINE FUEL AND CONTROL			
73-20-02	Engine Computer			Deleted in Revision 4 Refer to EASA MMEL

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78 EXHAUST					
78-30-00	Thrust Reverser System	C	1	0	(M) May be inoperative provided: a) No change from EASA MMEL, b) No change from EASA MMEL, c) No change from EASA MMEL, and d) No change from EASA MMEL.
78-30-06	TRANS Amber Label	C	1	0	No change from EASA MMEL
78-30-08	DEPLOY Green Label	C	1	0	No change from EASA MMEL
78-30-10	THRUST REVERSER Warning Light	C	1	0	No change from EASA MMEL