Transport Canada Transports Canada

TRANSPORT CANADA

MMEL SUPPLEMENT

TO

LEONARDO AW169

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:
Jason Christopher Randall
043E458EB4D44B5...

Chief, Flight Test
National Aircraft Certification
for Minister of Transport

June 22, 2022
Revision: Original

Canada

INTENTIONALLY LEFT BLANK

List of Effective Pages

Title Page			
List of Effective Pages	I	Original	June 22, 2022
Log of Revisions	II	Original	June 22, 2022
Item Justification	III	Original	June 22, 2022
Introduction	IV	Original	June 22, 2022
Pages	25-1	Original	June 22, 2022
	25-2	Original	June 22, 2022
	26-1	Original	June 22, 2022
	30-1	Original	June 22, 2022
	31-1	Original	June 22, 2022
	33-1	Original	June 22, 2022
	34-1	Original	June 22, 2022
	34-2	Original	June 22, 2022
	34-3	Original	June 22, 2022

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	June 22, 2022	All	N/A

Item Justification

General	This original issue of the AW169 TC MMEL Supplement (TCS) has been developed in accordance with: ➢ EASA MMEL Revision F ➢ TC MMEL Guidance Book (GB) Revision 8
25-1	Repair Interval Category (cat D) as per GB item 25-20-3.
25-2	As per GB item 25-60-1.
25-3	As per GB item 25-60-1.
25-4	As per GB item 25-60-2.
25-5	As per GB item 25-20-1. NEF replaces Passenger Convenience Items in the EASA MMEL.
26-1	As per GB item 26-20-4.
30-2	As per EASA MMEL, however, item reformatted into two separate relief cases.
31-1	As per GB item 31-30-1.
33-1	As per GB item 33-40-2.
33-2	As per GB item 33-40-3. Second relief case in EASA MMEL does not apply to Canadian operators.
33-4	As per GB item 33-10-1.
33-6	As per GB items 33-50-2 and 33-50-3.
34-1	As per GB item 34-50-1.
34-4	As per GB item 34-50-2.
34-6	As per GB item 34-40-4.
34-8	As per GB item 34-50-1.

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the AW169 aircraft.

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

The information contained herein supersedes the existing EASA Approved 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, not indicated in the EASA MMEL, must be provided by the operator.

The EASA Approved MMEL has entries where the “Remarks or Exceptions” column makes reference to applicable regulations. 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 EASA 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

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			**Revision Original**		**Page:**
LEONARDO AW169			**Date: June 22, 2022**		**25-1**
System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS					
1. Passenger seat(s)	D	-	-		No change from EASA MMEL
	D	-	-		No change from EASA MMEL
2. *** Emergency locator transmitter (ELT)	A	-	-	(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.
	D	-	-		Any in excess of those required by regulations may be inoperative or missing.
3. *** Automatic Deployable Emergency locator transmitter (ADELT)	A	-	-	(M)	May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ADELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
	D	-	-		Any in excess of those required by regulations may be inoperative or missing.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			**Revision Original**		**Page:**
LEONARDO AW169			**Date: June 22, 2022**		**25-2**
System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS					
4. First aid kit	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
1) First aid kit seal (Required first aid kits)	A	-	-	(O)	The seal affixed on the exterior of 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).
5. 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:	**Revision Original**	**Page:**
LEONARDO AW169	**Date: June 22, 2022**	**26-1**

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
26 FIRE PROTECTION				
1. Portable Fire Extinguisher	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin and cockpit 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, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:		**Revision Original**	**Page:**
LEONARDO AW169		**Date: June 22, 2022**	**30-1**

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
2. Pitot Heaters	A	2	0	May be inoperative for ten calendar days provided: a) OAT>4°C (39°F), and b) OAT/Free air temperature Stand-by (Item 34-5) is operative.
	A	2	0	May be inoperative for ten calendar days provided: a) Operations are not conducted in visible moisture when OAT≤4°C (39°F), and b) OAT/Free air temperature Stand-by (Item 34-5) is operative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:		**Revision Original**	**Page:**
LEONARDO AW169		**Date: June 22, 2022**	**31-1**

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
1. Combination recorder (Combined CVR/FDR unit)	A	1	0	Flight data recorder or cockpit voice recorder function may be inoperative provided: a) The other function is operative, and b) Repairs are made within three flight days.
	D	-	0	Any in excess of those required by regulations may be inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			**Revision Original**		**Page:**
LEONARDO AW169			**Date: June 22, 2022**		**33-1**
System & Sequence Numbers		1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
33	LIGHTS				
1.	Anti-collision Light	C	1	0	May be inoperative for day operations.
2.	Position lights (including Additional Position Lights, if installed)	C	-	0	May be inoperative for day operations.
4.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	No change from EASA MMEL
		C	-	0	May be inoperative for day operations.
6.	Emergency Lights System				
	1) Internal Emergency Lights	A	-	0	May be inoperative for non-passenger carrying operations for one flight day.
	2) External Emergency Lights	C	-	0	May be inoperative for day operations.
		A	-	0	May be inoperative for non-passenger carrying operations for one flight day.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			**Revision Original**		**Page:**
LEONARDO AW169			**Date: June 22, 2022**		**34-1**
System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34 NAVIGATION					
1. Navigation Systems					
1) VOR, ILS	C	-	-		Any in excess of those required by regulations may be inoperative.
2) DME, ADF, MB	D	-	-		Any in excess of those required by regulations may be inoperative.
4. Transponder	B	-	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.
	D	-	-		Any in excess of those required by regulations may be inoperative.
6. TCAS II ***	C	-	0	(M)	May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:	Revision Original	Page:
LEONARDO AW169	Date: June 22, 2022	34-2

System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions
34 NAVIGATION (cont'd)				
8. Flight Management System (FMS) Database	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
	C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

Aircraft:			**Revision Original**		**Page:**
LEONARDO AW169			**Date: June 22, 2022**		**34-3**
System & Sequence Numbers	1.	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions	
34 NAVIGATION (cont'd)					
8. Flight Management System (FMS) Database (cont'd)	A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non- RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.