



Transport
Canada

Transports
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BE-300 / -300LW / -B300 / -B300C

MASTER MINIMUM EQUIPMENT LIST

DocuSigned by:

Jason Christopher Randall

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

**November 22, 2023
Revision: 12**

Canada

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Apr. 26, 1991	L-1, L-2, L-3, L-4, L-5, 21-1, 22-1, 23-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 37-1, 79-1	
01	Aug. 29, 1997	I, II, III, IV, V, 23-1, 25-1, 25-2, 26-1, 27-1, 31-1, 33-1, 33-2, 34-1	
02	Sept. 27, 2001	All	
03	Apr. 04, 2003	I, II, III, IV, V, VI, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 25-2, 25-4, 27-1, 28-1, 30-1, 31-1, 32-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 35-2, 35-3	
04	Aug. 04, 2004	I, II, III, IV, V, 23-1, 23-2, 25-2, 25-4, 27-1, 28-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6	
05	Feb. 04, 2015	All	
06	Apr. 02, 2015	I, II, III, IV, 30-1, 34-2	
07	Nov. 16, 2016	All	
08	Mar. 06, 2017	I, II, III, IV, 26-1, 34-3	
09	Feb. 16, 2018	I, II, III, 25-2, 34-1 thru 34-10	
10	June 07, 2018	I, II, III, IV, V, VI, 21-1, 23-1, 23-2, 23-3, 25-1 thru 25-6, 26-1, 30-1, 31-1, 31-2, 31-3, 33-1, 34-1 thru 34-14, 35-2, 52-1	
11	Jan. 16, 2019	I, II, III, IV, V, 23-1, 26-1, 34-10, 34-12, 34-13	
12	Nov. 22, 2023	I thru V, 21-1, 21-2, 22-1, 23-2, 25-3, 25-4, 25-5, 33-1, 34-1, 34-10 thru 34-12, 35-1, 35-3	

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Reasons for Changes

General	Alignment with: <ul style="list-style-type: none">➤ FAA MMEL Revision 11➤ TCCA MMEL Guidance Book (GB) Revision 8
21-10-01	Revised -01 and -02 to indicate “No change from FAA MMEL” whenever appropriate. Added -03, -04, -05, and -06 as per FAA MMEL.
22-30-00	New item to include STC SA21-33 in the applicability. Relief as per FAA MMEL.
23-50-04	Renumbered from 23-50-03 and deleted. Refer to FAA MMEL.
25-20-01	Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items.
25-20-03	New item.
25-60-01	Renumbered as per FAA MMEL and revised as per GB item 25-60-4.
25-60-02	Renumbered as per FAA MMEL.
25-60-03	Renumbered as per FAA MMEL.
25-62-01	Reformatted -02 into -02A and -02B. Added “****” to -03. Added -04 and -05 as per FAA MMEL.
33-10-01	Revised the Repair Interval Category of -02 as per GB item 33-10-1.
33-40-10	Deleted. Refer to FAA MMEL.
33-40-20	Deleted. Refer to FAA MMEL.
34-13-00	Revised Repair Interval Category of -02 as per GB item 34-10-3.
34-16-02	Deleted. Refer to FAA MMEL.
34-50-10	Deleted and removed -03.
34-52-01	Deleted. Refer to FAA MMEL.
34-52-10	Deleted. Refer to FAA MMEL.
34-61-12	Revised -01 as per GB item 34-50-1.
35-00-02	Revised item title and added (M).
35-20-01	New item as per GB item 35-30-1.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the BE-300 / -300LW / - B300 / -B300C series aircraft.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 11 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 regulations. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulations.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E).

This MMEL supplement uses the same format, definitions and symbols as the FAA Approved MMEL. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4. Remarks or Exceptions	
21 AIR CONDITIONING					
10-01 Cabin Pressurization System					
-01 Analogue	C	1	0	(O) May be inoperative provided: a) No change from FAA MMEL, b) Aircraft is operated at 10,000 feet cabin pressure altitude or below, and c) Oxygen system is used as required by regulations. NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL	
-02 Analogue	C	1	0	No change from FAA MMEL	
-03 Digital 6.5 PSI System (FL-1234 and on, and FM-98 and on)	C	1	0	No change from FAA MMEL	
-04 Digital 6.5 PSI System (FL-1234 and on, and FM-98 and on)	C	1	0	(O) May be inoperative provided: a) No change from FAA MMEL, b) Aircraft is operated at 10,000 feet cabin altitude or below, and c) Oxygen system is used as required by regulations. NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL	
-05 Digital 7.0 PSI System (FL-1234 and on, and FM-98 and on)	C	1	0	No change from FAA MMEL	

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21 AIR CONDITIONING					
10-01 Cabin Pressurization System (cont'd)					
-06 Digital 7.0 PSI System (FL-1234 and on, and FM-98 and on)		C	1	0	(O) May be inoperative provided: a) No change from FAA MMEL, b) Aircraft is operated at 10,000 feet cabin altitude or below, and c) Oxygen system is used as required by regulations. NOTE 1: No change from FAA MMEL NOTE 2: No change from FAA MMEL

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22 AUTOFLIGHT 30-00 Autothrottle System (Includes STC SA21-33)				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
23 COMMUNICATIONS						
40-04 Passenger Address (PA) *** System						
-01 Passenger Configuration	C	1	0	(O)	May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
				NOTE:	Any station function(s) that operates normally may be used.	
-02 Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.	
40-06 Recorded Passenger *** Briefing System						
-01 Passenger Configuration	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
-02 Cargo Configuration	D	1	0			

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			4.	Remarks or Exceptions
23	COMMUNICATIONS			
50-01	Cockpit Speaker System (Includes Audio Amp.)			
-01	C	2	1	No change from FAA MMEL
-02	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.
50-04	Flight Deck Headset/Boom Microphone			Deleted in Revision 12 Refer to FAA MMEL

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System & Sequence Numbers		1.	2.	Number Installed		
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					4.	Remarks or Exceptions
23 COMMUNICATIONS						
70-01 Cockpit Voice Recorder (CVR)						
-01 If CVR and FDR required by regulations	A	1	0			May be inoperative provided: a) Flight Data Recorder (FDR) 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.
If CVR not required by regulations	D	1	0			
-02						NOT APPLICABLE
-03 Recorder Independent *** Power Supply (RIPS)	C	1	0			No change from FAA MMEL
-04 Underwater Locator Device (ULD)	D	1	0			No change from FAA MMEL
-05 Datalink Recording	D	1	0			No change from FAA MMEL
-06 Datalink Recording	A	1	0			No change from FAA MMEL

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System & Sequence Numbers		1.	2.	3. Number Installed	4. Number Required for Dispatch
					4. Remarks or Exceptions
25 EQUIPMENT / FURNISHINGS					
10-04	Flight Crew Seat	C	2	1	No change from FAA MMEL
-01	Armrest	C	4	0	No change from FAA MMEL
-02	Armrest	C	4	0	No change from FAA MMEL
-03	Lumbar Support	C	2	0	
-04	Recline/Tilt Function				
-01		B	2	0	No change from FAA MMEL
-02					NOT PERMITTED
-05	Restraint Buckle Protective Padding	D	2	0	No change from FAA MMEL
-06	Vertical Adjustment				
-01		C	2	0	No change from FAA MMEL
-02					NOT PERMITTED

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25 EQUIPMENT / FURNISHINGS						
20-00	Passenger Seat(s)	D	-	-		No change from FAA MMEL
-01	Seat Controls (Includes recline, headrest, floor tracking, pedestal tracking, swivel and other positioning controls)	D	-	-		No change from FAA MMEL
-02	Seat Controls (Includes recline, headrest, floor tracking, pedestal tracking, swivel and other positioning controls)	C	-	-		No change from FAA MMEL
-03	Seat Controls (Includes recline, headrest, floor tracking, pedestal tracking, swivel and other positioning controls)	D	-	-		No change from FAA MMEL
-04	Armrest	D	-	-		No change from FAA MMEL
-05	Underseat Baggage Restraining Bars	C	-	-	(O)	May be inoperative or missing provided: a) Baggage is not stowed under the associated seat or seat assembly, b) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established and used to alert crew members of inoperative or missing restraining bar.

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25	EQUIPMENT / FURNISHINGS				
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.
20-03	Emergency Medical Services (EMS) Equipment Lifeport Patient Stretcher System				
-01	Patient Loading & Unloading System (PLUS)	C	2	0	(M) May be inoperative provided: a) The Patient Loading and Unloading System is deactivated and secured or removed, and b) It is not required by any patient on board.
-02	Serviplex System	C	2	0	(M) May be inoperative provided: a) The Serviplex System is deactivated and secured, and b) It is not required by any patient on board.
40-00	Exterior Lavatory Door Ashtrays	A	-	-	May be missing or inoperative for 10 calendar days.

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25	EQUIPMENT / FURNISHINGS					
60-01 ***	Automated External Defibrillator (AED) and/or Associated Equipment	D	-	0	(O)	May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
60-02 ***	Emergency Medical Kit (EMK) and/or 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.
60-03 ***	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
-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 ELTs	D	-	-	No change from FAA MMEL
-02 Fixed ELTs				
-02A	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.
-02B	D	-	-	Any in excess of those required by regulations may be inoperative.
-03 Remote Switch ***	D	1	0	No change from FAA MMEL
-04 Indicator Light ***	D	-	0	
-05 Aural Alarm ***	D	-	0	

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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
26 FIRE PROTECTION				
22-01 Portable Fire Extinguisher	D	-	-	(M)(O) 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 or 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 c) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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30 ICE AND RAIN PROTECTION				
30-01 Pitot Heaters				
-01	B	2	1	Except where enroute operations require its use, one may be inoperative provided: a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.
-02				NOT APPLICABLE
-03 Pitot Heat *** Annunciator				Moved to ATA 31

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31 INDICATING / RECORDING SYSTEMS						
20-00	Clock with Sweep Second Hand or Electrical Digital Clock	C	-	0	May be inoperative provided a reliable and functioning time piece is readily available to all flight crew members.	
30-01	Flight Data Recorder (FDR)					
-01					NOT APPLICABLE	
-02	If FDR and CVR required by regulations	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days.	
	If only FDR is required by regulations	A	-	0	May be inoperative provided repairs are made within three flight days.	
	If not required by regulations	D	-	0	May be inoperative if not required by regulation.	
-03	FDR Recording Parameters required by regulations	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.	
-04	FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
-05 ***	Underwater Locator Device (ULD)	D	-	0	No change from FAA MMEL	

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31 INDICATING / RECORDING SYSTEMS				
50-01 Annunciators Failure to Illuminate or Extinguish				
-01, -02, -03				No change from FAA MMEL
-04 CABIN DOOR Red Annunciator (300 & 300LW Only)				MUST BE OPERATIVE
-05 DOOR UNLOCKED Red Annunciator (B300 & B300C Only)				MUST BE OPERATIVE
-06 to -13				No change from FAA MMEL
-14 L or R PITOT HEAT Amber Annunciator	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-15 to -23				No change from FAA MMEL
-24 CABIN DOOR Red Annunciator				MUST BE OPERATIVE
-25 DOOR UNLOCKED Red Annunciator				MUST BE OPERATIVE
-26 Surface Deice Annunciation System (B300) (WING DEICE & TAIL DEICE) (Green)	C	1	0	No change from FAA MMEL

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31 INDICATING / RECORDING SYSTEMS				
50-02 CAS Messages Failure to Display or False Posting				
-01, -02				No change from FAA MMEL
-03 L - R Pitot Heat Amber CAS	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-04 to -18				No change from FAA MMEL

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33 LIGHTS					
10-01 Cockpit and Instrument Lighting					
-01	C	-	-		No change from FAA MMEL
-02	C	-	0		May be inoperative for day operations.
40-10 Taxi Light					Deleted in Revision 12 Refer to FAA MMEL
40-20 Landing Lights					Deleted in Revision 12 Refer to FAA MMEL
40-50 Anti-Collision Beacon Light System					
-01	C	-	1		
-02	C	-	0		May be inoperative for day operations.
40-80 Logo Lights	D	2	0		

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34 NAVIGATION				
00-01 VHF Navigation Systems				
-01 VOR	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-02 ILS				
-10 Localizer	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-20 Glideslope	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
13-00 Vertical Speed Indicators				
-01	C	2	1	No change from FAA MMEL
-02	C	2	0	Both may be inoperative for day VFR.
16-02 Altitude Alerting System				Deleted in Revision 12 Refer to FAA MMEL
21-12 Standby Airspeed/Altitude/Attitude Indicator (Mid-Continent MD302) (STC O-LSA17-071/D)	B B	2 2	1 0	Right side may be inoperative. May be inoperative for day VMC. NOTE: Does not include VFR OTT.

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34	NAVIGATION						
23-01	Non-Stabilized Magnetic Compass						
-01	B	1	0			No change from FAA MMEL	
-02	B	1	0	(O)		May be inoperative provided: a) Any combination of two Gyro, AHRS 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 enroute flight phase or one of the navigation systems is a TSO'd GPS which provides track information.	
-03	C	1	0	(O)		No change from FAA MMEL	
24-00	Gyroscopic Rate of Turn / Slip Skid Indicators (Except Pro Line 21 and Pro Line Fusion)						
-01	B	2	1			No change from FAA MMEL	
-02	C	2	0			May be inoperative for Day VFR only.	
-03						NOT PERMITTED	

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34	NAVIGATION						
24-01	Gyroscopic Directional Indicator Systems (Mechanical Heading Indicators Only)	B	2	1		No change from FAA MMEL	
-01	Magnetic Modes	B	2	1	(O)	One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information.	
		B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.	
-02	Free Gyro Modes	B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).	
25-31	Electronic Flight Instrument System (EFIS) (Universal EFIS 890R Only)	C	3	2		PFD 2 may be inoperative for single pilot operations.	
	(STC O-LSA17-071/D)	C	3	2		MFD/ND may be inoperative for operations with a second in command (dual pilot operations).	
					NOTE: OBUS message will be displayed.		

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34	NAVIGATION					
28-01	Attitude Heading Reference System (AHRS) (Collins AHS-3000) (STC O-LSA17-071/D)	C	2	1		One may be inoperative provided PFD 1 and ND/MFD are operative.
28-02	Third Attitude Heading Reference System (Honeywell AH-2100) (STC O-LSA17-071/D)	D	1	0		May be inoperative provided another means of determining true heading is available when operating in airspace where navigation is predicated on true heading.
42-00	Weather Radar/ Thunderstorm Detection Equipment	D	1	0		No change from FAA MMEL
-01	Radar Antenna Gyro Stabilization	C	1	0		No change from FAA MMEL
-02	WXR Tilt Single Knob Panel System (SKP) (Proline FUSION Only)	C	2	1		No change from FAA MMEL
-03 ***	Windshear Detection and Avoidance System (Predictive)	D	-	0	(O)	May be inoperative provided alternate procedures are established and used.
42-10	Thunderstorm Detection Equipment					Merged with 42-00.

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34	NAVIGATION					
44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS required by regulations)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-01	Modes 1-4	A	4	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative and, b) Repairs are made within three flight days.
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	Glideslope Deviation(s) (Mode 5)	B	-	0		
-05	Advisory Callouts	C	-	0		No change from FAA MMEL
-06	Advisory Callouts					NOT APPLICABLE

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34	NAVIGATION						
44-00	Terrain Awareness and Warning System (TAWS) (Class A TAWS required by regulations) (cont'd)						
-01	Ground Proximity Warning System (GPWS) (cont'd)						
-07	Windshear Mode *** (Reactive)	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. NOTE: No change from FAA MMEL.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O)	No change from FAA MMEL	
-03	Terrain Displays	C	-	1			
-04	Terrain Displays	B	-	0			
-05	Runway Awareness and *** Advisory System (RAAS)	C	1	0			

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34	NAVIGATION					
44-01	Terrain Awareness and Warning System (TAWS) (Class B TAWS required by regulations)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-01	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.
-02	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
-03	Modes 2, 4 & 5 ***	C	3	0		
-04	Advisory Callouts	C	-	0		No change from FAA MMEL
-05	Advisory Callouts					NOT APPLICABLE
-06	Windshear Mode *** (Reactive)	C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landing are not conducted in known or forecast windshear conditions.

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
34	NAVIGATION				
44-01	Terrain Awareness and Warning System (TAWS) (Class B TAWS required by regulations) (cont'd)				
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03	Terrain Displays ***	C	-	0	
-04	Runway Awareness & Advisory System (RAAS) ***	C	1	0	
-05	Airspace Selection Function ***	C	-	0	
44-02	Terrain Awareness and Warning System (TAWS) (Class C TAWS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.

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34 NAVIGATION				
44-04 Radar Altimeter				
-01	A	-	0	(M)(O) May be inoperative provided: a) Radio Altimeter is deactivated, b) Class A TAWS and/or GPWS are considered inoperative, c) TCAS II is considered inoperative, d) Approach procedures do not require its use, e) Alternate procedures are established and used, and f) Repairs are made within three flight days.
-02				Deleted in FAA MMEL Revision 10

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)						
-01		C	-	-	(O)	Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.	
-02						NOT APPLICABLE	
52-01	ATC Transponder and Automatic Altitude Reporting System					Deleted in Revision 12 Refer to FAA MMEL	
52-10 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System					Deleted in Revision 12 Refer to FAA MMEL	
61-12	Flight Management System (Universal Dual UNS-1Lw) (STC O-LSA17-071/D)	C	2	0	(O)	May be inoperative provided: a) Operations do not require its use, and b) Appropriate and approved navigation systems are installed and operative.	

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System & Sequence Numbers	1.	2.	Number Installed		
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				4.	Remarks or Exceptions
34	NAVIGATION				
61-12	Flight Management System (Universal Dual UNS-1Lw) (STC O-LSA17-071/D) (cont'd)				
-01	GPS/FMS Databases	C	-	0	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided:
		C	-	1	(O) Any in excess of one may be inoperative 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.
					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.

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				4.	Remarks or Exceptions
34 NAVIGATION					
61-12 Flight Management System (Universal Dual UNS-1Lw) (STC O-LSA17-071/D) (cont'd)					
-01 GPS/FMS Databases (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.

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						4.	Remarks or Exceptions
35	OXYGEN						
00-02	Internal Oxygen Gauge (Copilot's Subpanel)	C	1	0	(M)	May be inoperative provided: a) Another method is used to confirm that adequate oxygen is available for the intended flight, and b) Oxygen system is confirmed to operate normally.	
10-00	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) 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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35 OXYGEN					
20-00 Passenger Oxygen System					
-01 With Cabin Occupants	B	1	0	(O)	May be inoperative provided: a) Minimum enroute altitude does not exceed 13,000 ft above MSL, b) Pressurization system operates normally, 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.
-02 Without Cabin Occupants	D	1	0		No change from FAA MMEL
-03 Passenger Oxygen Mask	D	-	0		No change from FAA MMEL
-04 Automatic Presentation System	B	1	0		May be inoperative provided: a) The manual flight deck deployment system is operative, and b) Flight remains at or below FL 300.
-05 First Aid Oxygen		1	1		Must be operative.

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35	OXYGEN			
20-01	Portable Oxygen Bottles or Units (Including Masks and Hoses)	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
52 DOORS				
70-01 Cabin Door Warning System	1	1	1	MUST BE OPERATIVE