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TRANSPORT CANADA
MMEL SUPPLEMENT
TO
CE-408
MASTER MINIMUM EQUIPMENT LIST

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National Aircraft Certification
for Minister of Transport

October 08, 2024
Revision: Original

Canada

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OCT. 08, 2024

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Reasons for Changes

22-10-03	Added requirement for flying pilot to have operative disconnect as per GB Rev 8 – 22-10-2.
23-50-01	Added as per GB Rev 8 – 23-70-1.
23-50-02	Revised relief for boom mic as per GB Rev 8 – 23-50-3.
25-10-01	Revised repair interval for recline function as per GB Rev 8 – 25-10-2.
25-20-02	Added as per GB Rev 8 – 25-20-1.
25-60-01	Added as per GB Rev 8 – 25-60-1.
25-61-01	Added as per GB Rev 8 – 25-60-2 and 25-60-3.
26-22-01	Added as per GB Rev 8 – 26-20-4.
30-30-01	Added proviso for day VMC as per GB Rev 8 - 30-30-1.
31-30-01	Added as per GB Rev 8 – 31-30-1.
34-30-01	Revised repair interval as per GB Rev 8 – 34-50-1.
34-50-01	Added as per GB Rev 8 – 34-50-1.
35-30-01	Added as per GB Rev 8 – 35-30-2.
42-20-03	Added as per GB Rev 8 – 34-40-2.
42-20-05	Added as per GB Rev 8 – 34-40-1.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CE-408.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 1, 07/01/2024 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 Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.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 Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.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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22	AUTOFLIGHT				
10-03	Autopilot / Trim Disconnect / Interrupt Function (Red Yoke MASTER DISCONNECT)	C	2	1	Copilot side may be inoperative provided aircraft is flown from left side.

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23 COMMUNICATIONS					
50-01 Cockpit Voice Recorder *** (CVR)					
-01 CVR and FDR required by regulations	A	1	0		May be inoperative provided: a) FDR operates normally, and b) Repairs are made within three flight days. NOTE: A white CVR FAIL CAS message may be displayed.
-02 CVR only required by regulations	A	1	0		May be inoperative provided repairs are made within 3 flight days. NOTE: A white CVR FAIL CAS message may be displayed.
-03 CVR not required by regulations	D	1	0		NOTE: A white CVR FAIL CAS message may be displayed.
-04 Independent Power Source	C	1	0		No change from FAA MMEL.

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23 COMMUNICATIONS					
50-02 ***	Flight Deck Headsets Earphone / Headphones and Boom Microphones	D	-	-	No change from FAA MMEL.
-01	Headset Boom Microphones (CVR Installed)	A	-	0	No change from FAA MMEL.
-10	Headset Boom Microphones (CVR Not Installed)	D	-	0	May be inoperative provided associated hand microphone is installed and operates normally.
-20	Headset Earphones / Headphones	C	-	1	No change from FAA MMEL.
-02 ***	Active Noise Canceling / Reduction Function	D	-	0	No change from FAA MMEL.

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25	EQUIPMENT / FURNISHINGS						
10-01	Flightcrew Seat (Per Seat)						
-01	Armrest	C	4	0	(M)	No change from FAA MMEL.	
-02	Lumbar Support	D	2	0		No change from FAA MMEL.	

-03	Recline / Tilt Function	B	2	0	(M)(O)	No change from FAA MMEL.	
-04	Restraint Buckle Protective	D	2	0		No change from FAA MMEL.	
***	Padding						
-05	Vertical Adjustment	C	2	0	(M)(O)	No change from FAA MMEL.	
-06	Copilot Seat Belt / Shoulder Harness	D	1	0		No change from FAA MMEL.	
-07	Floor Tracking						
-10		C	2	0	(M)(O)	No change from FAA MMEL.	
-20	Pilot Side (Combi Configuration Only)	C	1	0	(M)(O)	No change from FAA MMEL.	

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25 EQUIPMENT / FURNISHINGS					
20-02	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the 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.
60-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELTs	D	-	-	No change from FAA MMEL.
-02	Fixed ELTs				
-10		A	-	0	(M) May be inoperative or missing 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.
-20					Not applicable.
-30		D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-40					Not applicable.
-03	Remote ELT Switch				No change from FAA MMEL.

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25 EQUIPMENT / FURNISHINGS					
61-01 Emergency Medical *** Equipment					
-01 Automatic External Defibrillator (AED) and/or Associated Equipment					No change from FAA MMEL.
-02 Emergency Medical Kit (EMK) and/or Associated Equipment					
-10	A	-	0	(O)	No change from FAA MMEL.
-20	D	-	-		No change from FAA MMEL.
-30 EMK Seal	B	-	-	(O)	The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: a) The emergency medical kit is fully equipped, 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).

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25 EQUIPMENT / FURNISHINGS					
61-01 *** Emergency Medical Equipment (cont'd)					
-03 First Aid Kit (FAK) and/or Associated Equipment					
-10					Not applicable.
-20		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.
-30 First Aid Kit Seal		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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				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) 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.
-01	Tamper Seals or Tags ***	C	-	-	(O) No change from FAA MMEL.

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30	ICE AND RAIN PROTECTION						
30-01	Pitot / Static Heater (Excluding Standby)	A	3	3	1	(M)	May be inoperative provided: a) System is deactivated, b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, c) Flight is conducted in day VMC, and d) Repairs are made within 3 flight days.

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31 INDICATING / RECORDING SYSTEMS							
30-01 Flight Data Recorder *** (FDR) System							
-01	FDR not required by regulations	D	1	0	NOTE:	A white FDR FAIL CAS message may be displayed.	
-02	FDR only required by regulations	A	1	0		May be inoperative provided repairs are made within three flight days.	
					NOTE:	A white FDR FAIL CAS message may be displayed.	
-03	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.	
					NOTE:	A white FDR FAIL CAS message may be displayed.	
-04	FDR Recording Parameters required by regulations	A	-	-		Up to three recording parameters may be inoperative provided:	
					a)	CVR is operative (if installed), and	
					b)	Repairs are made within twenty calendar days.	
-05	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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34 NAVIGATION					
30-01 Marker Beacon					
-01 Receiver	D	-	0		No change from FAA MMEL.
-02 Sensitivity Selector / Button	C	-	0		No change from FAA MMEL.
50-01 VHF Navigation Systems					
-01					Not applicable.
-02	C	-	0		No change from FAA MMEL.
-03 VOR System (Including Antenna)	C	-	-		No change from FAA MMEL.
-04 ILS					No change from FAA MMEL.

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35 OXYGEN					
30-01 ***	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.
-01	Tamper Seals or Tags	C	-	-	(O) No change from FAA MMEL.

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42	INTEGRATED MODULAR AVIONICS						
20-03 ***	Terrain Awareness and Warning System (TAWS) (Class A Required)	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 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.	
-02	Test Mode	A	1	0		May be inoperative provided: a) TAWS is considered inoperative, and b) Repairs are made within three flight days.	
-03	Glideslope Deviation (Mode 5)	C	-	1			
		B	-	0			
-04 ***	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
-05 ***	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.	

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42	INTEGRATED MODULAR AVIONICS			
20-03 ***	Terrain Awareness and Warning System (TAWS) (Class A Required) (cont'd)			
-06	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0
-07	Terrain Displays	B	-	0
-08 ***	Runway Awareness and Advisory System (RAAS)	C	1	0

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42	INTEGRATED MODULAR AVIONICS						
20-03 ***	Terrain Awareness and Warning System (TAWS) (Class B Required)	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) The TAWS is considered inoperative, and b) Repairs are made within three flight days.	
-03 ***	Modes 2, 4 and 5	C	3	0			
-04 ***	Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
-05 ***	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.	

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42	INTEGRATED MODULAR AVIONICS				
20-03 ***	Terrain Awareness and Warning System (TAWS) (Class B Required) (cont'd)				
-06	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-07	Terrain Displays	C	-	0	
-08 ***	Runway Awareness and Advisory System (RAAS)	C	1	0	
20-05 ***	Weather Radar				
-01		D	1	0	No change from FAA MMEL.
-02					Not applicable.