



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

TEXTRON AVIATION MODEL 560XL
(Excel/XLS/XLS+)

MASTER MINIMUM EQUIPMENT LIST



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Chief, Flight Test
National Aircraft Certification
for Minister of Transport

March 31, 2026

Revision: 04

Canada 

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TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: I
REVISION: 04
MAR. 31, 2026

Textron Aviation Model 560XL

List of Effective Pages

Title Page

List of Effective Pages

I Revision 04 Mar. 31, 2026

II Revision 04 Mar. 31, 2026

Log of Revisions

III Revision 04 Mar. 31, 2026

Reasons for Changes

IV Revision 04 Mar. 31, 2026

Introduction

V Revision 04 Mar. 31, 2026

Pages

21-1 Revision 04 Mar. 31, 2026

22-1 Revision 03 Mar. 29, 2022

22-2 Revision 03 Mar. 29, 2022

22-3 Revision 03 Mar. 29, 2022

22-4 Revision 03 Mar. 29, 2022

22-5 Revision 03 Mar. 29, 2022

22-6 Revision 03 Mar. 29, 2022

23-1 Revision 04 Mar. 31, 2026

23-2 Revision 04 Mar. 31, 2026

23-3 Revision 04 Mar. 31, 2026

23-4 Revision 03 Mar. 29, 2022

24-1 Revision 03 Mar. 29, 2022

25-1 Revision 03 Mar. 29, 2022

25-2 Revision 03 Mar. 29, 2022

25-3 Revision 03 Mar. 29, 2022

25-4 Revision 03 Mar. 29, 2022

26-1 Revision 04 Mar. 31, 2026

27-1 Revision 03 Mar. 29, 2022

30-1 Revision 04 Mar. 31, 2026

31-1 Revision 04 Mar. 31, 2026

33-1 Revision 04 Mar. 31, 2026

33-2 Revision 04 Mar. 31, 2026

34-1 Revision 03 Mar. 29, 2022

34-2 Revision 03 Mar. 29, 2022

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: II
REVISION: 04
MAR. 31, 2026

Textron Aviation Model 560XL

List of Effective Pages (cont'd)

Pages	34-3	Revision 03	Mar. 29, 2022
	34-4	Revision 04	Mar. 31, 2026
	34-5	Revision 04	Mar. 31, 2026
	34-6	Revision 04	Mar. 31, 2026
	34-7	Revision 04	Mar. 31, 2026
	34-8	Revision 03	Mar. 29, 2022
	34-9	Revision 03	Mar. 29, 2022
	34-10	Revision 03	Mar. 29, 2022
	35-1	Revision 03	Mar. 29, 2022
	35-2	Revision 04	Mar. 31, 2026
	35-3	Revision 04	Mar. 31, 2026
	38-1	Revision 04	Mar. 31, 2026
	73-1	Revision 03	Mar. 29, 2022
	77-1	Revision 04	Mar. 31, 2026

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: III
REVISION: 04
MAR. 31, 2026

Textron Aviation Model 560XL

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Oct. 27, 2003	All	
01	Jan. 29, 2004	I, II, III, IV, V, 34-4	
02	Jun. 25, 2015	All	
03	Mar. 29, 2022	All	
04	Mar. 31, 2026	I thru V, 21-1, 23-1, 23-2, 23-3, 26-1, 30-1, 31-1, 33-1, 33-2, 34-4, 34-5, 34-6, 34-7, 35-2, 35-3, 38-1, 77-1	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: IV
REVISION: 04
MAR. 31, 2026

Textron Aviation Model 560XL

Reasons for Changes

- | | |
|-----------------|---|
| General | 1. Alignment with FAA MMEL Revision 09.
2. Alignment with Transport Canada (TC) MMEL Guidance Book Rev.08.
3. Added relief for STC ST02804SE. |
| 21-30-02 | Revised sub-item numbering and title to match FAA MMEL. |
| 23-12-01 | Revised title to match FAA MMEL. |
| 23-30-01 | New item to add relief for STC ST02804SE. |
| 23-50-05 | New sub-item added. Revised sub-item title to match FAA MMEL. |
| 26-22-01 | New sub-item added to match FAA MMEL. |
| 30-40-03 | Note removed and item deleted as FAA MMEL is aligned with TC MMEL Guidance Book Rev.08. Refer to FAA MMEL. |
| 31-30-02 | New sub-item and notes added to match FAA MMEL. |
| 34-44-01 | Revised sub-item numbering to match FAA MMEL. |
| 34-44-04 | Renumbered and revised sub-items to match FAA MMEL. |
| 35-30-01 | New sub-item added to match FAA MMEL. |
| 35-30-02 | New sub-item added to match FAA MMEL. |
| 38-10-01 | New item added to align with TC MMEL Guidance Book Rev.08. |
| 38-30-03 | New item added to align with TC MMEL Guidance Book Rev.08. |
| 77-14-01 | Revised sub-item title to match FAA MMEL. |

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

PAGE: V
REVISION: 04
MAR. 31, 2026

Textron Aviation Model 560XL

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Textron Aviation Model 560XL.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 9 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 14 CFR. 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 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 No. 03		Page:	
Textron Aviation Model 560XL				Date: Mar. 31, 2026		21-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
-21-10	Nose Avionics Cooling Fan (Radome Fan) (STC SA20-24)	C	1	0	(O)	May be inoperative provided aircraft is operated in accordance with AFMS RADOME FAN abnormal procedure.	
-30-02	Cabin Pressurization System						
-01A	Units -5001 thru -6000	C	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flightcrew oxygen system is used as required by regulations. NOTE: No change from FAA MMEL.	
-01B	Units -5001 thru -6000	C	1	0	(M)(O)	No change from FAA MMEL.	
-02A	Units -6001 thru and -6500	C	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) Aircraft is operated at 10,000 feet cabin altitude or below, and d) Flightcrew oxygen system is used as required by regulations. NOTE: No change from FAA MMEL.	
-02B	Units -6001 thru -6500	C	1	0	(M)(O)	No change from FAA MMEL.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 22-1	
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
22 AUTO FLIGHT					
-10-11 Autopilot Disconnect Button (AP YD DISC/TRIM INT) (Failed deselected) (STC SA20-24)	C	2	1		May be inoperative provided: a) Airplane is piloted from the side with operative control wheel button, b) Flying pilot remains seated with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
	B	2	0		May be inoperative provided: a) Autopilot system is considered inoperative, and b) Electric elevator trim is considered inoperative.
-10-12 Autopilot Interrupt/Flight Director Sync Button (A/P CWS) (STC SA20-24)	C	2	0		
-10-13 Autopilot System (STC SA20-24)	B	1	0	(M)	May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM. NOTE: White AP FAIL CAS message may be displayed.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 03		Page:	
Textron Aviation Model 560XL				Date: Mar. 29, 2022		22-2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22	AUTO FLIGHT						
-10-14	Takeoff/Go-Around Button (GA) (STC SA20-24)	C	2	1			
		C	2	0		May be inoperative provided: a) Fight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) A/P CWS button is operative on pilot flying side. NOTE: FMS missed approach procedure must be manually advanced.	
-10-15	Yaw Damper (STC SA20-24)	B	1	0	(M)	May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative.	
-13-12	Flight Guidance Controller Annunciators (Failed to illuminate) (STC SA20-24)						
-01	Altitude (ALT button)	C	1	0		May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APPR button)	C	1	0		May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Autopilot (AP button)	C	1	0		May be inoperative provided AP annunciation appears in PFD flight director mode box.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 22-3	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
22	AUTO FLIGHT				
-13-12	Flight Guidance Controller Annunciators (Failed to illuminate) (STC SA20-24) (cont'd)				
-04	Yaw Damper (YD button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.
-05	Coupled Side (CPL button - left or right arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.
-06	Flight Level Change (FLC button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-07	SPD - FMS (FMS / MAN selector knob)	C	2	0	May be inoperative provided appropriate indication appears above airspeed tape on PFD.
-08	SPD - MAN (FMS / MAN selector knob)	C	2	0	May be inoperative provided appropriate indication appears above airspeed tape on PFD.
-09	Half Bank (BANK button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.
-10	Navigation (NAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-11	Back Course (B/C button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-12	Heading (HDG button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 22-4	
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
22	AUTO FLIGHT				
-13-12	Flight Guidance Controller Annunciators (Failed to illuminate) (STC SA20-24) (cont'd)				
-13	Vertical Navigation (VNAV button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-14	Vertical Speed (VS button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.
-13-13	Flight Guidance Controller Function Control (STC SA20-24)				
-01	Flight Director (FD button)	B	2	1	One may be inoperative provided button is operative on pilot flying side.
-02	Altitude (ALT button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.
-03	ALT knob	B	1	0	May be inoperative provided: a) Procedures do not require its use, b) Aircraft is not operated RVSM, and c) ALT button is operative.
-04	Approach (APPR button)	B	1	0	May be inoperative provided procedures do not require its use.
-05	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. 03		Page:
Textron Aviation Model 560XL			Date: Mar. 29, 2022		22-5
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
22	AUTO FLIGHT				
-13-13	Flight Guidance Controller Function Control (STC SA20-24) (cont'd)				
-06	Yaw Damper (YD button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by disengaging autopilot.
-07	Coupled Side (CPL button)	C	1	0	May be inoperative provided arrow points to pilot flying side.
-08	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.
-09	IAS/Mach Change-Over (PUSH IAS-MACH button)	D	1	0	
-10	Speed (SPD knob)	C	1	0	May be inoperative provided procedures do not require its use.
-11	Speed Mode (FMS-MAN selector)	C	1	0	May be inoperative or missing.
-12	UP/DN wheel	B	1	0	May be inoperative provided: a) A/P CWS is operative on the pilot flying side, and b) One Go-Around button is operative.
-13	Half Bank (BANK button)	C	1	0	
-14	Course (L CRS or R CRS knob)	B	2	1	One may be inoperative provided procedures do not require its use.
-15	Course Direct (L CRS or R CRS PUSH DIR)	C	2	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL				Revision No. 03 Date: Mar. 29, 2022		Page: 22-6	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22	AUTO FLIGHT						
-13-13	Flight Guidance Controller Function Control (STC SA20-24) (cont'd)						
-16	Navigation (NAV button)	B	1	0		May be inoperative provided procedures do not require its use.	
-17	Back Course (B/C button)	C	1	0		May be inoperative provided procedures do not require its use.	
-18	Heading Sync (HDG PUSH SYNC)	C	1	0			
-19	Vertical Navigation (VNAV button)	B	1	0		May be inoperative provided procedures do not require its use.	
-20	Vertical Speed (VS button)	C	1	0		May be inoperative provided procedures do not require its use.	
-21	Heading (HDG button)	B	1	0		May be inoperative provided Autopilot System is considered inoperative.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. 04		Page:
Textron Aviation Model 560XL			Date: Mar. 31, 2026		23-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
-00-01 ***	Flight Phone/Satellite Communications (SATCOM) System (Includes STC SA20-24)				No change from FAA MMEL.
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by regulations may be inoperative provided: a) It is not powered by an emergency bus, and b) It is not required for emergency purposes.
-01 ***	Audio Jack (For portable device)	D	-	0	
-02 ***	Airborne Flight Information System (AFIS) (VHF AFIS-equipped aircraft)	D	1	0	No change from FAA MMEL.
-12-02	Very High Frequency (VHF) Communication System (STC SA20-24)	D	2	1	Any in excess of those required by regulations may be inoperative provided: a) It is not powered by an emergency bus, and b) It is not required for emergency purposes. NOTE: VHF 1 must be operative.
-20-02 ***	Selective Call (SELCAL) (System or Individual Channel) (Includes STC SA20-24)				No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:					Revision No. 04		Page:	
Textron Aviation Model 560XL					Date: Mar. 31, 2026		23-2	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
23 COMMUNICATIONS								
-20-11 Satellite Datalink Service *** (STC SA20-24)								
-01A	Weather	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.		
-01B	Weather	D	-	0		May be inoperative provided procedures do not require its use.		
						NOTE: Any function(s) that operates normally may be used.		
-02	XM Entertainment Radio	D	-	0				
-03	SMS Text Message System	D	-	0				
-20-12 ATC Data Link System *** (CPDLC) (STC SA20-24)			D	-	0		May be inoperative provided procedures do not require its use.	
-30-01 Starlink Systems *** (STC ST02804SE)			D	1	0	(O)	May be inoperative provided procedures do not require its use.	
-40-01 Automatic Cabin Briefer ***			C	1	0			
-40-02 Passenger Address (PA) System (Includes STC SA20-24)			C	1	0	(O)	May be inoperative provided alternate, normal, emergency procedures, and/or operating restrictions are established and used.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. 04		Page:
Textron Aviation Model 560XL			Date: Mar. 31, 2026		23-3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
-50-03	Cockpit Overhead Communication Speaker	C	2	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
-50-05	Cockpit Headset and Boom Microphone	D	-	-	No change from FAA MMEL.
-01	Boom Microphone	A	-	0	May be inoperative for three flight days provided associated hand microphone is installed and operates normally.
-02A	Headset Earphones / Headphones	C	-	1	No change from FAA MMEL.
-02B	Headset Earphones / Headphones	D	-	-	No change from FAA MMEL.
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	No change from FAA MMEL.
-04 ***	Powered Headset System	D	-	0	No change from FAA MMEL.
-50-07	Push-to-Talk (PTT) Switch (Failed Deselected) (Includes STC SA20-24)				No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. 03		Page:
Textron Aviation Model 560XL			Date: Mar. 29, 2022		23-4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
-50-15	EMER FREQ Switch Annunciator	C	1	0	(O) Switch annunciation maybe inoperative and system used provided switch is verified operative by radio frequency indications prior to flight.
-70-01	Cockpit Voice Recorder (CVR)				
-00A	(If CVR and FDR required by regulations)	A	1	0	May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days.
-00B	(If only CVR required by regulations)	A	1	0	May be inoperative provided repairs are made within three flight days.
-00C	(If CVR not required by regulations)	D	-	0	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	
-02	Underwater Locator Device (ULD)	D	1	0	No change from FAA MMEL.
-03A	Datalink Recording	C	1	0	No change from FAA MMEL.
-03B	Datalink Recording	A	1	0	No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 24-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
24 ELECTRICAL POWER					
-60-02 Ground Dispatch Power *** System (Includes STC SA20-24)	C	1	0		
-60-12 Ground Dispatch Switch Annunciator (STC SA20-24)					
-00A	C	1	0		May be inoperative provided switch is considered inoperative.
-00B	C	1	0	(O)	Switch annunciation may be inoperative and system used provided: a) Switch is verified operative through avionics power, and b) Ground Dispatch Switch is verified OFF by avionics power indications prior to Engine Start.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 25-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
-10-04	Flightcrew Seat (Per Seat)				
-01A	Armrest	C	2	0	No change from FAA MMEL.
-01B	Armrest	C	2	0	(M) No change from FAA MMEL.
-02 ***	Lumbar Support	C	1	0	
-03	Recline/Tilt Function	B	1	0	(M)(O) No change from FAA MMEL.
-04 ***	Restraint Buckle Protective Padding	D	1	0	No change from FAA MMEL.
-05 ***	Thigh Support	C	1	0	May be inoperative provided: a) Seat is acceptable to affected crew member, and b) Full flight control movement is available.
-06	Vertical Adjustment	C	1	0	(M)(O) No change from FAA MMEL.
-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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 25-2
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
-20-10 ***	"Fasten Seat Belt While Seated", Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
-40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.
-40-10 ***	Lavatory NO SMOKING Placard	D	-	0	
-60-02	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes 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.
-02 ***	Emergency Medical Kit (EMK) (Includes Associated Equipment)	D	-	0	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 25-3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
-60-02	Emergency Medical Equipment (cont'd)				
-03	First Aid Kit (FAK) (Includes Associated Equipment)	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
-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).

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 25-4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
25	EQUIPMENT / FURNISHINGS				
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELTs	D	-	-	No change from FAA MMEL.
-02	Fixed ELTs				
-02A		A	-	-	(M) May be inoperative provided: a) Placard is displayed in flight deck indicating the date ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
-02B		D	-	-	Any in excess of those required by regulations may be inoperative or missing.
-03	Remote ELT Switch	D	1	0	No change from FAA MMEL.
-04 ***	ELT Indicator Light	D	-	0	
-05 ***	ELT Aural Alarm	D	-	0	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 26-1
System & Sequence Numbers	1.	2.	Number Installed		
			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) 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 27-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
27 FLIGHT CONTROLS				
-20-01 Rudder Pedal Adjustment System	C	4	2	(M)(O) No change from FAA MMEL.
-31-01 Electric Elevator Trim (Includes STC SA20-24)				No change from FAA MMEL.

TRANSPORT CANADA

Master Minimum Equipment List Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 04 Date: Mar. 31, 2026		Page: 30-1
System & Sequence Numbers		1.	2.	Number Installed
				3. Number Required for Dispatch
				4. Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
-40-03 Windshield Rain Repellant				Deleted in Revision 04.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL				Revision No. 04 Date: Mar. 31, 2026		Page: 31-1
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
31 INSTRUMENTS						
-20-02 Clock (Includes STC SA20-24)		C	-	0		Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
-30-02 Flight Data Recorder ***						
-00A (FDR not required)		D	1	0	NOTE:	White FDR FAIL CAS message may be displayed.
-00B (If only FDR required by regulations)		A	1	0		May be inoperative provided repairs are made within three flight days.
					NOTE:	White FDR FAIL CAS message may be displayed.
-00C (If FDR and CVR required by regulations)		A	1	0		May be inoperative provided: a) Cockpit Voice Recorder is verified to operate normally, and b) Repairs are made within three flight days.
-00D		D	-	-		No change from FAA MMEL.
-01A Flight Data Recorder (FDR) Parameters required by regulations		A	-	-		No change from FAA MMEL.
-01B Flight Data Recorder (FDR) Parameters not required by regulations		A	-	-		May be inoperative provided repairs are made before the completion of the next heavy maintenance check.
-02 Underwater Locator Device (ULD)		D	1	0		No change from FAA MMEL.
-50-03 Central Warning (Includes STC SA20-24)						No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 33-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
33	LIGHTS				
-10-11	Display Format and Dimming Panel (STC SA20-24)				
-01	Display Dimming Knobs (PFD 1, MFD, PFD 2, GTC 1, GTC 2)	C	5	0	May be inoperative provided: a) Aircraft is not operated at night, and b) PANEL LIGHT ON / OFF switch is selected OFF.
-10-12	Button Label, Knob, and Knob Label Lighting for Flight Guidance Controller, Touchscreen Controllers, and Display Controllers (STC SA20-24)	C	-	0	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 04 Date: Mar. 31, 2026		Page: 33-2
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
33 LIGHTS				
-40-02 Ground Recognition Light (Rotating or Flashing Beacon)				
-00A	C	1	0	May be inoperative for day operations.
-00B	C	1	0	May be inoperative provided the Anti- Collision Light System (Wing Strobe) is operative.
-50-04 Exterior Emergency Light				
-00A	C	3	0	May be inoperative for day operations.
-00B	A	3	0	(O) May be inoperative for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
				NOTE: The operator's MEL must state the maximum number of aircraft crew permitted.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 03 Date: Mar. 29, 2022		Page: 34-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
-00-01	VHF Navigation Systems (Includes STC SA20-24)				
-01	Very High Frequency Omni-Directional Range (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	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
-10	Localizer	C	-	-	No change from FAA MMEL.
-20	Glideslope	C	-	-	No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 03		Page:	
Textron Aviation Model 560XL				Date: Mar. 29, 2022		34-2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
-23-01	Non-Stabilized Magnetic Compass (Units -5001 thru -6000)						
-00A	B	1	0			May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
-00B	B	1	0	(O)		May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: (1) With dual independent navigation capability, and (2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
-00C	C	1	0	(O)		May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and, if necessary, used in conjunction with approved free gyro navigation techniques.	
-01	Internal Lighting	C	1	0		No change from FAA MMEL.	
-25-02	Display Unit (MFD) (Units -5501 thru -6000)	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, and d) Repairs are made within three flight days.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 03		Page:	
Textron Aviation Model 560XL				Date: Mar. 29, 2022		34-3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
-25-15	Display Controller (GCU 275) (STC SA20-24)	C	2	1		Pilot's side display controller (GCU) must be operative.	
-01	Barometric Push Standard Button (PUSH STD)	C	2	0		May be inoperative provided the altimeter setting can be adjusted.	
-02	RANGE/PUSH PAN Control Knob	C	2	0		May be inoperative provided touchscreen controller (GTC) for associated display is operative.	
-25-16	Touchscreen Controller (GTC 575) (STC SA20-24)	B	2	1	(M)	One may be inoperative provided: a) Controller is deactivated, and b) The Display Controller (GCU 275) is fully operative on the affected side. NOTE: Any functions or controls that operate normally may be used.	
-30-11	Synthetic Vision System (SVS) (STC SA20-24)	D	1	0		May be inoperative provided: a) Procedures do not require its use, and b) Synthetic Vision System is selected OFF.	
-34-01	Marker Beacon (Includes STC SA20-24)					No change from FAA MMEL.	
-36-01	Reactive Windshear System (Includes Terrain Awareness and Warning System (TAWS) Windshear Mode)	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.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 34-4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34	NAVIGATION				
-42-01	Weather Radar System (Includes STC SA20-24)	D	1	0	No change from FAA MMEL.
-44-01	Radio Altimeter System				
-00A	TAWS or Traffic Alert and Collision Avoidance System (TCAS) II required (Units -5001 thru -6000)	A	1	0	(M) May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, and e) Repairs are made within three flight days. NOTE: No change from FAA MMEL.
-00B	TAWS or TCAS II required (Units -6001 and on)	A	1	0	(M) May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) No change from FAA MMEL, d) No change from FAA MMEL, and e) Repairs are made within three flight days. NOTE 1: No change from FAA MMEL. NOTE 2: No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:				Revision No. 04		Page:	
Textron Aviation Model 560XL				Date: Mar. 31, 2026		34-5	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34	NAVIGATION						
-44-04	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Includes STC SA20-24)	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) No change from FAA MMEL, c) Repairs are made within three flight days.	
-01A	Modes 1 to 4 (Class A TAWS required)	A	4	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Repairs are made within three flight days.	
-01B	Modes 1 and 3 (Class B TAWS required)	A	2	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Repairs are made within three flight days.	
-02	Test Mode (Class A or B TAWS required)	A	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, and b) Repairs are made within three flight days.	
-03	Glideslope Deviation(s) (Mode 5) (Class A TAWS required)	C	-	1			
		B	-	0			
-04	Modes 2, 4 and 5 (Class B TAWS required)	C	3	0			
-05	Advisory Callouts (Class A or B TAWS required)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft:			Revision No. 04		Page:
Textron Aviation Model 560XL			Date: Mar. 31, 2026		34-6
System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
-44-04	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (cont'd) (Includes STC SA20-24)	A	1	0	
-06A	Windshear Mode (Reactive) (Class A TAWS required)	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.
-06B ***	Windshear Mode (Reactive) (Class B TAWS required)	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.
-07	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions (Class A or B TAWS required)	B	1	0	May be inoperative.
-08	Terrain Display (Class A TAWS required)	B	-	0	
-09 ***	Terrain Display (Class B TAWS required)	C	-	0	
-10 ***	Runway Awareness and Advisory System (RAAS) (Class A or B TAWS required)	C	1	0	

TRANSPORT CANADA

Master Minimum Equipment List Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 34-7
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34 NAVIGATION					
-51-01 Distance Measuring Equipment (DME) (Includes STC SA20-24)		D	-	-	Any in excess of those required by regulations may be inoperative.
-52-01 ATC Transponder and Automatic Altitude Reporting System (Includes STC SA20-24)					No change from FAA MMEL.
-52-02 ADS-B System *** (In and Out) (Includes STC SA20-24)					No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 34-8
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
34 NAVIGATION				
-55-01 Automatic Direction Finder *** (ADF) (Includes STC SA20-24)	D	-	0	Any in excess of those required by regulations may be inoperative.
-57-01 Global Navigation Satellite System (GNSS) (Including Satellite-Based Augmentation System (SBAS)) (Includes STC SA20-24)				No change from FAA MMEL.
-61-01 Navigation Database				
-00A	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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 34-9	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34 NAVIGATION					
-61-01 Navigation Database (cont'd)					
-00B		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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 34-10
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
34 NAVIGATION				
-61-01 Navigation Database (cont'd)				
-00C	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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 35-1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
35 OXYGEN					
-20-01 Passenger Oxygen System					
-00A	B	1	0	(O)	May be inoperative provided: a) No change from FAA MMEL, b) Minimum en route altitude does not exceed 13,000 ft above MSL, c) No change from FAA MMEL, d) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and e) Passengers are appropriately briefed.
-00B	C	1	0		No change from FAA MMEL.
-00C	C	1	0		No change from FAA MMEL.
-01 Mask	D	-	0	(M)	No change from FAA MMEL.
-02 Drop-out Panel	C	-	0	(M)	No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 04 Date: Mar. 31, 2026		Page: 35-2
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35 OXYGEN				
-30-01 Portable Oxygen System ***	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.
-01 Tamper Seals or Tags ***	C	-	-	(O) No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 35-3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
35 OXYGEN					
-30-02 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.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 38-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
38 WATER / WASTE					
10-01 Potable Water System ***	C	-	0	(M)(O)	No change from FAA MMEL. NOTE 1: The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
-01 Individual Components	C	-	-	(M)	No change from FAA MMEL.
30-03 Lavatory Waste System	C	1	0	(M)	No change from FAA MMEL. NOTE 1: These provisions are not intended to prohibit inspections by crew members. NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
-01 Individual Components	C	-	-	(M)	Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL		Revision No. 03 Date: Mar. 29, 2022		Page: 73-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
73 ENGINE FUEL AND CONTROL				
-33-01 Fuel Flow Indicating System (Includes STC SA20-24)	A	2	1	No change from FAA MMEL.

TRANSPORT CANADA
Master Minimum Equipment List
Supplement

Aircraft: Textron Aviation Model 560XL			Revision No. 04 Date: Mar. 31, 2026		Page: 77-1
System & Sequence Numbers			1.	2.	Number Installed
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
77 ENGINE INDICATING					
-14-01	Engine RPM Gauge/Indication (N1 Tape or Digital Indicator) (Units -5001 thru -5500)	B	4	2	One or both digital indicators may be inoperative provided the tape indicator is operative for each engine.
-01	Standby N1 (Units -6001 thru -6500)	A	2	1	No change from FAA MMEL.
-01	Standby N2 (Units -6001 thru -6500)	C	2	1	No change from FAA MMEL.