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TRANSPORT CANADA

MMEL ADDENDUM

TO

Bombardier CL-600-1A11 / 2A12 / 2B16

MASTER MINIMUM EQUIPMENT LIST

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A/Chief, Flight Test

**National Aircraft Certification
for Minister of Transport**

Aug. 27, 2024

Revision: 03

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Dec. 01, 2015	All	
Revision 01	July 24, 2023	All	
Revision 02	Aug. 08, 2023	I thru IV, 24-2, 24-3	
Revision 03	Aug. 27, 2024	I thru IV, 46-2	

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Reasons for Changes

46-35-01 New item to add relief for AHMS (STC SA21-59).

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Introduction

This Transport Canada MMEL Addendum constitutes a mandatory change to the TCCA Approved MMEL for the CL-600-1A11 / 2A12 / 2B16 aircraft.

This MMEL Addendum must be used in conjunction with the TCCA Approved MMEL document (Revision No. 13, dated Aug. 25, 2023, or later applicable revision).

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

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

This MMEL Addendum 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 TCCA 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 Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.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
National Aircraft Certification

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23 COMMUNICATIONS					
11-50 HF Tuning Switch Light (Lighting Function only) (STC Q-LSA15-020/D)	C	1	0	(O)	May be inoperative provided the HF tuning function on CDU #2 is verified operative when HF Tuning Switch is not pushed.
11-5 Datalink System (Data Link Fail, Data Link Lost, Datalink Not Available to ECDU messages) (STC SA20-27)	D	-	0		May be inoperative provided procedures do not require its use.
21-50 AIMMS-20 Satcom Switch Light (Lighting Function only) (STC Q-LSA15-020/D)	C	1	0		May be inoperative provided routine procedures do not require its use.

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24	ELECTRICAL POWER				
50-50	Mission Power Switch Light (Lighting Function only) (STC Q-LSA15-020/D)	C	1	0	(O) May be inoperative provided the Weather Radar image is displayed on MFD when the Mission Power Switch is pushed. Refer to procedures of Supplemental AFM Section 9.
50-51	Mission Power On-Ground Light (Lighting Function only) (STC Q-LSA15-020/D)	C	1	0	May be inoperative.

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24 ELECTRICAL POWER					
50-55 Medical Divan Power (STC C-LSA23-028/D)	D	1	0	(M)(O)	May be inoperative provided: a) DIVAN AUX PWR CABIN switch is placarded "INOP", b) AUX PWR CABIN and CABIN USB PWR circuit breakers are pulled and collared, and c) 115VAC outlets in the divan are placarded "INOP".
1) Medical Divan Power Outlet	D	7	0	(M)(O)	Any may be inoperative provided: a) Affected 115VAC outlet is not used, and b) Affected outlet is placarded "INOP".
2) USB Charging Port	D	2	0	(M)(O)	Any may be inoperative provided: a) Affected USB port is not used, and b) Affected USB port is placarded "INOP".
3) Frequency Converter	D	1	0	(M)	May be inoperative provided AUX PWR CABIN circuit breaker is pulled and collared.
4) Annunciator Switch	B	1	0		May be inoperative provided the Medical Divan Power is operative. NOTE: Pull AUX PWR CABIN and CABIN USB PWR circuit breakers if load shedding is required.

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24 ELECTRICAL POWER					
50-55 Medical Divan Power (STC C-LSA23-028/D) (cont'd)					
4) Annunciator Switch (cont'd)	D	1	0	(M)(O)	May be inoperative provided: <ul style="list-style-type: none"> a) Medical Divan Power is not required for the intended flight, b) DIVAN AUX PWR CABIN switch is placarded "INOP", c) AUX PWR CABIN and CABIN USB PWR circuit breakers are pulled and collared, and d) 115VAC outlets in the divan are placarded "INOP".
50-56 LifePort Power (STC C-LSA23-028/D)	D	1	0	(M)(O)	May be inoperative provided: <ul style="list-style-type: none"> a) GALLEY/LIFEPORT switch is selected to GALLEY, and b) "INOP" placard is placed adjacent to the LIFEPORT annunciator switch.
1) Annunciator Switch	B	1	0		May be inoperative provided LifePort Power is operative.
	D	1	0	(M)(O)	May be inoperative provided: <ul style="list-style-type: none"> a) LifePort Power is not required for the intended flight, and b) "INOP" placard is placed adjacent to the LIFEPORT annunciator switch.

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25 EQUIPMENT / FURNISHINGS					
90-50 Tube Launchers System (STC Q-LSA15-020/D)					
(1) Tube Launcher Valve	D	2	0	(M)(O) One or both may be inoperative provided: <ul style="list-style-type: none"> a) Affected valve(s) is secured closed (manual override), and b) Inoperative valve to be placarded "INOP". NOTE: Refer to Mission Cabin Handbook Section 15.	
	C	2	0	(M)(O) One or both may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative valve to be placarded "INOP", and b) Aircraft is operated unpressurized at or below an altitude of 8,000 ft MSL. 	
(2) Tube Launcher OPEN Indication Light (Lighting Function Only)	C	2	0	(M)(O) One or both may be inoperative provided affected tube(s) launcher cover and tube launcher valve are secured closed. NOTE: Refer to procedures of Mission Cabin Handbook Section 15.	

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25	EQUIPMENT / FURNISHINGS						
90-51	Mission Operator / Observer Seats (STC Q-LSA15-020/D)	D	2	0	(M)	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block or restrict access to the emergency exit, b) Seat does not restrict any passenger from access to the main aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt and/or shoulder harness is considered inoperative.	
	(1) Recline Mechanism	D	2	0	(M)	May be inoperative provided the seat is secured in the upright position.	
	(2) Moveable Armrest	D	2	0	(M)	May be inoperative and seat occupied provided the armrest is secured in the upright position.	
	(3) Track / Swivel Mechanism	D	2	0	(M)	May be inoperative and seat occupied provided the seat is secured in the normal take-off position.	

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25	EQUIPMENT / FURNISHINGS				
90-52	Non-Essential Mission Convenience Items (STC Q-LSA15-020/D)	D	-	-	<p>May be inoperative provided affected Missions & associated procedures do not require its use.</p> <p>(M) and (O) procedures may be required and included in the Mission Cabin Handbook and/or the air carrier's appropriate document.</p> <p>NOTE: Non-essential Mission convenience items, as expressed in this MMEL, are those related to Mission Operators convenience or Mission equipment such as, but not limited to, Mission Console, Observer Rack, Loose Equipment Rack, Console Reading Lights, Console Cooling Fans, Displays, Radios, Control Panels, Control Panel Integral Lighting, Aerial Camera, EO/IR. Items addressed elsewhere in this document shall not be included.</p> <p>NOTE: Equipment restraining devices such as latches, etc. in Mission Console, Observer Rack, Loose Equipment Rack must be serviceable or compartment must not be used for storage and placarded "INOPERATIVE DO NOT USE".</p>

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25 EQUIPMENT / FURNISHINGS					
90-53 Cockpit Mission Radio Switch Light (Lighting Function only) (STC Q-LSA15-020/D)	D	1	1	0	(O) May be inoperative provided the control functions on Cockpit Mission Radio Controller are operative when the Cockpit Mission Radio Switch is pushed. NOTE: Refer to procedures of Mission Cabin Handbook Section 18.
90-54 Mission Radio Cockpit Control Panel (Lighting Function only) (STC Q-LSA15-020/D)	D	1	1	0	(O) May be inoperative provided the control functions on Cabin (Mission Console) Mission Radio Controller are operative when the Cabin Mission Radio Switch is pushed. NOTE: Refer to procedures of Mission Cabin Handbook Section 18.

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31	INDICATING / RECORDING SYSTEM								
40-2	Cursor Control Panel (CCP) (STC SA20-27)	B	2	1	(O)	May be inoperative provided: a) Radio tuning capability is operative via touchscreen control on at least two of the three Adaptive Flight Displays (AFDs), b) All functions are verified operative on at least one of the Multifunction Keyboard Panels (MKP), and c) Alternate procedures are established and used.			
41-5	Multifunction Keypad Panel (MKP) (STC SA20-27)	B	2	1	(O)	May be inoperative provided: a) Radio tuning capability is operative via touchscreen control on at least two of the three Adaptive Flight Displays (AFDs), b) All functions are verified operative on at least one of the Cursor Control Panels (CCP), and c) Alternate procedures are established and used.			
41-6	Baro Single Knob Panel (SKP) (STC SA 20-27)	C	2	1	(O)	May be inoperative provided: a) Touchscreen control is operative on at least two of the three Adaptive Flight Displays (AFD), and b) One Cursor Control Panel (CCP) is operative.			

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31 INDICATING / RECORDING SYSTEM				
42-1 Aircraft Personality Module (APM) (APM Fail message) (STC SA20-27)	C	1	0	May be inoperative provided CHECK MAINTENANCE procedure in the AFM is followed to determine why the APM Fail message is displayed.
61-2 Adaptive Flight Display System (AFD) (STC SA20-27)	B	3	2	One may be inoperative provided it is installed in the centre (DU2) position and it remains selected OFF.
(1) Touchscreen Control	C	3	0	May be inoperative provided: a) Touchscreen is inhibited on the inoperative display with the Display Control Inhibit switch on the Reversion Switch Panel, and b) Both CCPs are operative.

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33 LIGHTS				
12-7 Control Panel Lighting System for the Cursor Control Panel, Single Knob Panel and Multifunctional Key Panel (STC SA20-27)				
(1) Day	C	1	0	May be inoperative for daylight operations only.
(2) Night	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required controls, and c) Lighting configuration and intensity is acceptable to the flight crew.

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34 NAVIGATION					
12-8	Electronic Standby Instrument System (ESIS) (STC SA20-27)	B	1	0	May be inoperative provided: a) PFD 1 and PFD 2 are operative, b) Operations are conducted in daylight VFR only, and c) Operations are not conducted into known or forecast over-the-top conditions.
34-2	Synthetic Vision System (SVS)(including Flight Path Vector) (PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, SVS Degraded Alt, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway, SVS Fail, and FPV Fail messages) (STC SA20-27)	D	2	0	May be inoperative.
	a) SVS Databases (High Resolution Terrain, Runway / Airport, Obstacle) (PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway messages)	D	2	0	May be inoperative or out of currency.

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45	CENTRAL MAINTENANCE SYSTEMS				
45-2	Onboard Maintenance System (OMS) (License Management Not Available, Database Status Not Available, Maintenance System Not Available, and Data Load Not Available messages) (STC SA20-27)	D	1	0	May be inoperative.

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46 INFORMATION SYSTEMS					
10-3	Integrated Flight Management System (IFIS) (Includes Map, Charts, XM Graphical Weather and Datalink Graphical Weather) (PFD 1 IFIS Inop, MFD IFIS Inop, PFD 2 IFIS Inop, Chart Not Available, Graphical Weather Not Available, XM Graphical Weather Not Available, Map Not Available messages) (STC SA20-27)	D	-	0	May be inoperative provided operations do not require its use.
	a) IFIS Databases (Terminal Charts, XM Weather, Enhanced Maps, Datalink WXR)	D	-	0	May be inoperative or out of currency provided operations do not require its use.
10-4	Information Management System (IMS-3500) (STC SA20-27)	D	-	0	May be inoperative.
	a) WiFi Adapter	D	-	0	May be inoperative.
	b) Cellular Adapter	D	-	0	May be inoperative.

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46 INFORMATION SYSTEMS					
35-1 Aircraft Health Management System (AHMS) (STC SA21-59)	D	1	0	(M)	May be inoperative provided procedures do not require its use.

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52 DOORS					
70-50 Camera Door Open Indicator (STC Q-LSA15-020/D)	C	1	0	May be inoperative provided Mission fwd fairing door is verified closed prior to each flight.	
70-51 EO / IR Door Open Indicator (STC Q-LSA15-020/D)	C	1	0	May be inoperative provided Mission aft fairing door is verified closed prior to each flight.	