

TRANSPORT CANADA

MMEL SUPPLEMENT

REVISION 3

TO

JETSTREAM 41

MASTER MINIMUM EQUIPMENT LIST

W. R. Jupp

Chief

**Aircraft Certification Flight Test
for Minister of Transport**

Dec.17, 2001

Revision 03



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Revision 03 signed by:

W. R. Jupp

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Mar. 16, 1995	All	
01	Dec. 20, 1995	i, L-1, L-2, L-3, L-5, 34-3, 34-4	
02	Apr. 19, 1996	I, II, III, IV, V, VII, 23- 2, 34-5, 35-1, 35-2, 76-1	
03	Dec. 17, 2001	All	

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Reasons for Changes

21-8	Cabin Pressurization Automatic Control Function revised item adding Guidance Book (GB) repair category and relief.
21-13	Cabin Altitude Rate of Change Indicator new item with relief and repair category from GB item 21.4.
21-21	Left and Right ECS revised item with relief and repair category from GB item 21.8.
22-1	Autopilot System new item with relief and repair category from GB item 22.3.
22-5	A/P OUT Switches new item with relief and repair category from GB item 22.1.
22-6	AP DISC Warning System new item with relief and repair category from GB item 22.2.
23-1	Cockpit Voice Recorder (CVR) revised item reformatted to current GB standard.
23-2	Passenger Address System revised item to Global Change 5 relief and repair category.
23-3	Flight Compartment Speakers revised item with relief and repair category from GB item 23.5.
23-4	Communication Systems (VHF, UHF, HF, etc.) new item with relief and repair category from GB item 23.3.
23-8	Selective Call (SELCAL) System new item with relief and repair category from GB item 23.4.
23-9	Passenger Briefing System - new item with relief and repair category from GB item 23.12.
23-11	Boom Microphones - revised item reformatted with relief and repair category from GB item 23.7.
23-12	Crew Member Interphone System new item to Global Change 5 relief and repair category.
23-13	ACARS (ARINC Communications Addressing and Reporting System) Including Printer new item with relief and repair category from GB item 23.1.
23-14	Handsets new item to Global Change 5 relief and repair category.
23-15	Alerting System item to Global Change 5 relief and repair category.
25-1	Flight Crew Seat Adjustment System new item with relief and repair category from GB item 25.10.

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Reasons for Changes (cont'd)

- | | |
|-------|--|
| 25-2 | Flight Crew Harness Inertia Reels revised item with relief and repair category from GB item 25.4. |
| 25-3 | Supernumerary Crew Seat (Jump Seat) new item with relief and repair category from GB item 25.6. |
| 25-5 | Rear Cabin Attendant Seat and Harness revised item with relief and repair category from GB item 25.2. |
| 25-6 | Passenger Seats revised item with relief and repair category from GB item 25.9. |
| 25-9 | Megaphone revised item with relief and repair category from GB item 25.5. |
| 25-10 | First Aid Kit new item with relief and repair category from GB item 25.14. |
| 25-12 | Passenger Cabin Emergency Flashlight/Holder new item with relief and repair category from GB item 25.13. |
| 25-14 | Portable Breathing Equipment relocated to ARA item 35-8. |
| 25-16 | "Fasten Seat Belt While Seated" Placards new item with relief and repair category from GB item 25.3. |
| 25-17 | Lavatory NO SMOKING Placard new item with relief and repair category from GB item 25.12. |
| 25-18 | Passenger Convenience Items new item with relief and repair category from GB item 25.8. |
| 26-1 | Lavatory Smoke Detector revised item with relief and repair category from GB item 26.9 |
| 26-3 | Ventral Baggage Smoke Detection new item with relief and repair category from GB item 26.3. |
| 26-5 | Waste Bin Fire Extinguisher System revised item with relief and repair category from GB item 26.8. |
| 26-6 | Main Baggage Bay Smoke Detection new item with relief and repair category from GB item 26.3. |
| 26-7 | Portable Fire Extinguishers new item with relief and repair category from GB item 26.7. |
| 27-2 | Flap Position Indicator revised item reformatted to GB standard. |
| 27-7 | Rudder Pedal Adjustment Mechanism new item with relief and repair category from GB item 27.7. |
| 28-1 | Fuel Quantity Gages new item with relief and repair category from GB item 28.1. |

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Reasons for Changes (cont'd)

28-10	Magnetic Fuel Level Indicators new item with relief and repair category from GB item 28.4.
29-1	Hydraulic Reservoir Contents Gauge revised item reformatted to GB standard.
30-1	Windshield Heating Systems new item with relief and repair category from GB item 30.12..
30-3	Elevator Horn Anti-ice System item deleted in Rev. 03. JAA MMEL is now applicable.
30-4	Pitot Heater (No. 1,2) revised item with relief and repair category from GB item 26.8.
30-5	Pitot Heater Failure Lights new item with relief and repair category from GB item 30.6.
30-7	Ice Detector revised item with relief and repair category from GB item 30.2.
30-8	Static Plate Heater new item with relief and repair category from GB item 30.8.
30-9	Windshield Wipers new item with relief and repair category from GB item 30.11.
30-16	Wing Deicer Boot Advisory Indications new item with relief and repair category from GB item 30.10.
31-1	Audio Warning Unit revised item deleting Autopilot Disconnect which is covered in ATA 22.
31-5	Flight Data Recorder revised item adding parameter relief repair category.
31-6	Flight Data Acquisition Unit revised item reformatted to GB standard.
31-7	Crew Checklist System new item with relief and repair category from GB.
33-3	Landing Lights new item with repair category from GB item 33.6.
33-5	Taxi Light new item with repair category from GB item 33.6.
33-10	No Smoking/Fasten Seat Belt and Return to Seat Signs revised item with corrected title reflecting relief and repair category of GB item 33.9.
33-11	Ice Observation Light revised item reformatted to GB item 33.12
33-12	Emergency Passenger Cabin Lighting revised item with relief from GB item 33.3.
33.13	External Emergency Evacuation Lighting revised item with relief from GB item 33.2.
33-14	Floor Path Lighting revised item with relief from GB item 33.4.
34-1	SAT/TAS/TAT Indicator revised item reformatted for clarification.
34-2	Flight Director System new item with relief from GB item 34.2

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Reasons for Changes (cont'd)

- | | |
|-------|---|
| 34-4 | Standby Attitude Indicator new item with relief from GB item 34.3. |
| 34-7 | Radio Altimeter new item with relief and repair category from GB item 34.8 |
| 34-8 | Navigation Receiver new item with relief from GB item 34.6. |
| 34-10 | Avionics Nose Bay Cooling Fan revised item reformatted for clarification. |
| 34-11 | EFIS Display Cooling Fan revised item reformatted for clarification. |
| 34-12 | Altitude Alerting System revised item with relief from GB item 34.1. |
| 34-15 | Standby Magnetic Compass revised item adding TSO'd GPS relief. |
| 34-16 | Long Range Navigation Systems (GPS, FMS, MLS, INS, LORAN) new item with relief from GB item 34.6 |
| 34-17 | Ground Proximity Warning System (GPWS) (If installed) revised item reformatted to latest GB standard. |
| 34-18 | Navigation Data Base new item with relief from GB item 34.6 |
| 34-19 | TCAS revised item reformatted to latest GB standard. |
| 35-3 | Passenger Oxygen System reformatted to latest GB standard. |
| 35-5 | Lavatory Passenger Oxygen System new item with relief from GB item 35.2. |
| 35-6 | Flight Crew Member Oxygen System new item with relief from GB item 35.1 |
| 35-7 | Portable Oxygen Dispensing Units (Bottle and Mask) new item with relief from GB item 35.4. |
| 35-8 | Protective Breathing Equipment new item with relief from GB item 35.5. |
| 38-1 | Potable Water Systems new item with relief from GB item 38.1. |
| 38-2 | Lavatory Waste System new item with relief from GB item 38.2. |
| 74-1 | Continuous Ignition System new item reformatted to GB standard for repair category. |
| 74-2 | Auto Re-ignition System revised item reformatted to GB standard. |
| 76-1 | IEC revised item restricted to non passenger carrying operations. |
| 76-3 | Torque and Temperature Limiters (TTL) new item with revised repair category. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the CAA Approved MMEL for the Jetstream 41.

This MMEL Supplement must be used in conjunction with the CAA Approved MMEL (Revision 4, 21/09/01 or later applicable revision).

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

Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment conditions.

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

The CAA MMEL has entries where the "Remarks or Exceptions" column states "as required by Air Navigation Legislation". Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

The CAA MMEL has entries where the "Remarks or Exceptions" column states "The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or _eplacements can be made" or that state the number of days that relief is allowed. Such entries should be ignored if the item is specifically categorized in the Transport Canada MMEL Supplement.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155). The same definitions and symbols as the CAA 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
Director of Airworthiness
330 Sparks St.
Tower C, 3rd Floor Area D
Ottawa, Ontario
K1A 0N8

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Repair Intervals (Categorization)

Maximum times between the deferral of an inoperative item and its repair must be specified in the MMEL. However, the CAA MMEL does not provide the repair interval categorization. Thus, this MMEL Supplement provides the categorization of each inoperative item as determined according to the time intervals specified below:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the MMEL excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. To be considered for placement in the D category, an item must be of an optional nature, which an operator may, at his discretion, deactivate, remove from or install on an aircraft. To be approved for the D category, the item must meet the following criteria:

the absence of the item does not affect crew workload;

the pilots do not rely on the function of that item on a routine or continuous basis;

the pilots' training, subsequent habit patterns and procedures do not rely on the use of that item.

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Unless superseded by an entry in this TC MMEL Supplement, all items in the CAA approved Jetstream 41 MMEL are Category C, with the following exceptions:

Repair Interval Category

ATA Number	CATEGORY B
21-8	Cabin Pressurization Automatic Control Function
21-21	Left and Right ECS
23-5	Third Crewmember Interphone
24-1	Ammeters
24-4	Battery HI TEMP Indication (NiCad Batteries Only)
24-10	GEN Indication
24-11	Inverter L FAIL and R FAIL Indications
25-3	Supernumerary Crew Seat (Jump Seat)
25-4	Supernumerary Crew Seat Shoulder Harness
30-5	Pitot Heater Failure Lights
30-8	Static Plate Heater
73-1	Fuel Flow Meters

ATA Number	CATEGORY D
21-5	Cabin Pankah Louvers
21-7	Cabin Supplemental Heaters
21-18	Vapour Cycle Cooling System
21-19	Evaporator Fan
23-10	Hand Held Microphone
25-7	Passenger Seat Belts
25-13	Lifejackets
28-9	Refuel Valve Cap
30-11	Windshied Washers
34-13	SSR (Secondary Surveillance Radar)

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
21 AIR CONDITIONING					
8.	Cabin Pressurization Automatic Control Function	C	1	0	(M) May be inoperative provided:
					A. Manual control function operates normally,
					B. All system indications and warnings operate normally, and
					C. Autopilot operates normally.
13.	Cabin Altitude Rate of Change Indicator	C	1	0	No change from CAA MMEL
		D	1	0	(O) May be inoperative provided flight is conducted in a unpressurized configuration.
21.	Left and Right ECS	C	2	1	(O) May be inoperative provided:
					A. No change from CAA MMEL,
					B. No change from CAA MMEL, and
					C. No change from CAA MMEL
		D	2	0	(M)(O) May be inoperative provided:
					A. Flight is conducted in a unpressurized configuration, and
					B. Recirculation fan operates normally

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					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
22	AUTOFLIGHT						
1.	Autopilot System	B	1	0	(M)	May be inoperative except where enroute operations require its use. NOTE: An mode which functions normally may be used.	
		D	1	0	(M)	May be inoperative provided routine procedures do not require its use.	
5.	A/P OUT Switches	C	2	1		One may be inoperative provided: A. The autopilot is not utilized at less than the initial approach altitude, and B. The pilot flying has the operative disconnect.	
		B	2	0		May be inoperative provided the autopilot is not used.	
6.	AP DISC Warning System	B	1	0		May be inoperative provided the autopilot is not used.	

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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
1.	Cockpit Voice Recorder (CVR)	A	1	0		May be inoperative provided: A. Flight Data Recorder is operative; and, B. Repairs are made within three flight days.	
2.	Passenger Address System						
	A. Passenger Configuration	B	1	0	(O)	May be inoperative provided: A. Alternate procedures are established and used, B. Flight deck/cabin interphone (two way) with associated calls (e.g. chimes) is operative, and C. Megaphone is readily available and operative.	
		A	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: A. Crew members are the only occupants of the aircraft, and B. Alternate procedures are established and used.	
	B. All Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.	



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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
23 COMMUNICATIONS						
3.	Flight Compartment Speakers	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	
4.	Communication Systems (VHF, UHF, HF, etc.)	D	-	2	Any in excess of those required by regulation and not powered by a standby or emergency bus may be inoperative.	
	If two radios are required by the aircraft basis of certification and only two are installed.	A	2	1	One may be inoperative for one flight day provided it is not powered by a standby or emergency bus.	
8.	Selective Call (SELCAL) System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided routine procedures do not require its use.

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System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
23	COMMUNICATIONS							
9.	Passenger Briefing System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.		
	All Cargo Operations	D	1	0		May be inoperative provided all crew members are on the flight deck.		
11	Boom Microphones	A	-	0		May be inoperative provided: A. Flight Data Recorder operates normally, and B. Repairs are made within three flight days.		
12	Crew Member Interphone System							
	A. Passenger Configuration		1	1		Must be operative.		
		A	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: A. Crew members are the only occupants of the aircraft, and B. Alternate procedures are established and used.		
	B. All Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.		

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
23		COMMUNICATIONS					
13.		ACARS (ARINC Communications Addressing and Reporting System) Including Printer	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
			D	-	0		May be inoperative provided routine procedures do not require its use.
14.		Handsets					
		A.	Passenger Configuration				
		i).	Flight Deck Handset	C	1	0	(O) May be inoperative provided:
							A. Flight deck to cabin communication operates normally, and
							B. Alternate procedures are established and used.
				D	1	0	May be inoperative provided routine procedures do not require its use.
		ii).	Cabin Handset		1	1	Must be operative.
		B.	All Cargo Configuration				
		i).	Cargo Compartment Handset	D	1	0	Handset located in the cargo compartment may be inoperative or inaccessible.