



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

CESSNA 500 SERIES CITATIONS

CE-500, CE-501, CE-550, CE-551

CE-552, CE-S550, CE-560

MASTER MINIMUM EQUIPMENT LIST

Original signed by

Walter Istchenko
Chief, Flight Test
National Aircraft Certification
for Minister of Transport

February 17, 2010
Revision: 13

Canada



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Log of Revisions

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Original	Jun. 01, 1988	All	
01	Jun. 05, 1989	L-1, 23-1, 31-1	
02	Nov. 02, 1989	All	
03	Aug. 06, 1991	All except 22-1, 35-1	
04	Jul. 15, 1994	All except 27-1, 52-1	
05	Jan. 18, 1996	I, II, III, IV, 34-1	
06	Mar. 11, 2002	All	
07	May 15, 2003	I, II, III, IV, V, VI, VII, 21-1, 21-2, 22-1, 23-1, 23-2, 25-1, 25-2, 25-3, 25-4, 31-1, 33-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 35-2, 35-3	
08	Sept. 18, 2003	I, II, III, IV, V, 23-2, 25-4, 34-1, 34-2, 34-3, 34-5, 34-7	
09	Apr. 28, 2004	I, II, III, IV, V, 28-1	
10	Jan. 29, 2008	I, II, III, IV, V, 24-1, 46-1	
11	Apr. 21, 2008	I, II, III, IV, V, VI, VII, VIII, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 30-1, 30-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 35-2, 35-3	
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Reasons for Changes

- | | |
|-------|--|
| 23-3 | PASSENGER ADDRESS (PA) SYSTEM
Removed Category A relief, as it was more restrictive than the relief given to passenger carrying operations. |
| 33-7 | FASTEN SEAT BELT AND NO SMOKING SIGNS
Revised as per GB Item 33-20-2 and FAA PL 123. |
| 34-19 | TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS II)
Corrected typo from "Airspeed" to "Airspace" in 34 – 19 5). |
| 34-21 | GROUND PROXIMITY WARNING SYSTEM
Aligned numbering system with FAA MMEL |
| 34-32 | STANDBY FLIGHT DISPLAY INFORMATION
Added "Series" in the title for the system. |
| 34-36 | ATTITUDE HEADING REFERENCE SYSTEM (AHRS)
Added proviso e). |
| 34-37 | GPS SENSOR
Reworded second relief. |
| 34-38 | MULTIFUNCTION DISPLAY (MFD)
Added relief for MFD to address aircraft equipped with Pro Line 21 STC # OLSA07-181D. |
| 34-39 | DISPLAY CONTROL PANEL (DCP)
Added relief for RHS DCP to address aircraft equipped with Pro Line 21 STC # OLSA07-181D. |
| 34-40 | MFD CURSOR CONTROL PANEL
Added relief for MFD CCP to address aircraft equipped with Pro Line 21 STC # OLSA07-181D. |

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CESSNA 500 SERIES CITATIONS

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the CESSNA 500 SERIES CITATIONS.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 9, 07/17/2007 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
330 Sparks St.
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N5

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Aircraft: CESSNA 500 SERIES CITATIONS			Revision No. 11 Date: Apr. 21, 2008		Page: 21-1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
21	AIR CONDITIONING				
5.	Cabin Pressurization System	C	1	0	No change from FAA MMEL
	1) Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Vertical Speed Indicator is operative e) Auto pilot is operative, and f) Aircraft is operated at or below FL 410.
	2) Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	No change from FAA MMEL
	3) Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	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
21	AIR CONDITIONING				
7.	Cabin Differential Pressure Gauge	D	1	0	No change from FAA MMEL
	(500, 501, S550, 551, 550 units 0001 - 0800, 560 units 0001 - 0538)	C	1	0	No change from FAA MMEL
	(550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	No change from FAA MMEL
9.	Cabin Vertical Speed or Cabin Rate Indicator	D	1	0	No change from FAA MMEL
		C	1	0	No change from FAA MMEL
10.	Cabin Altimeter	D	1	0	No change from FAA MMEL
		C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Gauge operates normally, b) A chart is provided to convert cabin differential pressure to cabin altitude, and c) Cabin Altitude Warning System operates normally.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
21	AIR CONDITIONING				
24.	Outflow Valves	C	2	0	(M)(O) Both may be inoperative provided: a) At least one valve is secured open, b) Aircraft is operated unpressurized, c) Aircraft is operated at or below 10,000 feet MSL, d) Extended overwater operations are not conducted.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
22	AUTO FLIGHT				
4	Autopilot Disconnect	C	2	1	One may be inoperative provided: a) The autopilot is not used below 1500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disconnect.
		B	2	0	No change from FAA MMEL
8.	Autopilot Disconnected Warning System	B	1	0	May be inoperative provided autopilot is not used.

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System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4. Remarks or Exceptions	
23 COMMUNICATIONS						
1.	VHF Communications Systems	D	-	2	Any in excess of those required by Regulations may be inoperative provided it is not powered by an emergency bus and not required for emergency procedures.	
		B	2	1	No. 2 VHF may be inoperative provided HF is installed and operative.	
3.	Passenger Address (PA) System					
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided:	
					a) It is not required by Regulations, and	
					b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE:	
					Any station that operates normally may be used.	
		A	1	0	~~(O) May be inoperative for non-passenger-carrying operations provided:~~	
					~~1) Crew members are the only occupants of the aircraft,~~	
					~~2) Alternate procedures are established and used, and~~	
					~~3) Repairs are made within one flight day.~~	

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				4.	Remarks or Exceptions
23	COMMUNICATIONS				
3.	Passenger Address (PA) System (cont'd)				
	2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
5.	Cockpit Voice Recorder (CVR) System				
	If CVR and FDR required by Regulations	A	1	0	No change from FAA MMEL
	If only CVR required by Regulations	A	1	0	No change from FAA MMEL
	If CVR not required by Regulations	D	1	0	
6.	Boom Microphones				
	Installations with CVR and FDR				
	If CVR required to be capable of recording boom microphone	A	-	0	May be inoperative for three flight days provided the FDR is operative.

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				4. Remarks or Exceptions
23 COMMUNICATIONS				
6. Boom Microphones (cont'd)				
Installations with CVR and FDR				
If CVR not required to be capable of recording boom microphone	D	-	0	
Installations with only CVR				
If CVR required to be capable of recording boom microphone	A	-	0	May be inoperative for three flight days.
If CVR not required to be capable of recording boom microphone	D	-	0	
9. Automatic Cabin Briefer ***				
1) Passenger Configuration	C	1	0	No change from FAA MMEL
2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.