

MASTER MINIMUM EQUIPMENT LIST

BOMBARDIER BUSINESS JET

CANADAIR CHALLENGER

CL 600/601/601-3A/601-3R/604/605

TRANSMITTAL LETTER

This letter presents Revision 8 of the Challenger 600 Master Minimum Equipment List for all variants, dated 15-Oct-2007.

The associated Challenger 600 Operations and Maintenance Procedures will be issued to support this MMEL. The OMP is to be issued within 30 days.

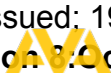
TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

Bombardier Business Jet

CL 600/601/601-3A/601-3R/604/605

First Issued: 19 April 1989
Revision 3: October 15, 2007



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DEPARTMENT OF TRANSPORT
MASTER MINIMUM EQUIPMENT LIST

MINISTÈRE DES TRANSPORTS
LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

CANADAIR CHALLENGER

CL-600	(CL-600-1A11)
CL-601	(CL-600-2A12)
CL-601-3A	(CL600-2B16)
CL-601-3R	(CL600-2B16)
CL-604	(CL600-2B16)
CL-605	(CL600-2B16)

CL 600\601\601-3A\601-3R\604\605

Manual Approval

Transport Canada
Airworthiness Branch
Tower 'C', Place de Ville
330 Sparks Street
Ottawa, Ontario
K1A 0N8
Telephone (613) 952-4317

Approved:

W. Jupp
Chief,
Airworthiness Flight Test
for Minister of Transport

Date: 15 Oct 2007

Revision 8

**DEPARTMENT OF TRANSPORT
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RECORD OF REVISIONS

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Revision #	Pages Affected	By
Original	All	Canadair
Rev. 1	All (except TR index page ii)	
Rev. 2	All	
Rev. 3	All	
Rev. 4	Title Page, TOC-1, TOC-2, Manual Approval Page, Rev-1, Rev-2, TpRv-1, TpRv-2, LEP-1 to LEP-3, HOC-1, HOC-2, 21-5 to 21-8, 21-11, 21-12 / 22-5, 22-6 / 24-1, 24-2, 24-5 to 24-10 / 26-3, 26-4 / 27-1, 27-2 / 28-3, 28-4, 28-9, 28-10 / 30-3 to 30-8 / 32-1 to 32-4 / 34-1 to 34-4, 34-7 to 34-10 / 36-1, 36-2 / 45-1, 45-2 / 52-1, 52-2 / 74-1, 74-2 / 76-1, 76-2 / 77-1, 77-2 / 78-1, 78-2 / 79-1, 79-2	
Rev. 5	Title Page, TOC-1, Manual Approval Page, Rev-2, TpRv-1, TpRv-2, LEP-1 to LEP-3, HOC-1, HOC-2, Def-7, Abb-10, 21-5, 21-12 / 22-1 to 22-6 / 23-1, 23-5, 23-6 / 24-4, 24-5, 24-9 / 25-3, 25-4 / 26-3 to 26-6 / 27-2 to 27-6 / 28-5, 28-11 / 29-1 / 30-6 / 31-1 to 31-4 / 32-4 / 33-5, 33-7 / 34-4, 34-8, 34-9, 34-12, 34-16 to 34-20 / 52-1, 52-3, 52-5, 52-6 / 74-2, 74-3.	
Rev. 6	Title Page, Manual Approval Page, Rev-2, TpRv-2, TpRv-3, LEP-1 to LEP-3, HOC-1, HOC-7, all ATAs.	
Rev. 7	Title Page, Manual Approval Page, Rev-3, TpRv-3, LEP-1 to LEP-3, HOC-1 to HOC-7, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11 / 22-2, 22-3, 22-4, 22-5, 22-6 / 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8 / 24-3 / 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10 / 26-1, 26-2, 26-3, 26-4, 26-5, 26-6 / 27-1, 27-3, 27-4, 27-5, 27-6 / 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 28-12, 28-13 / 30-1, 30-2, 30-3, 30-4, 30-5, 30-6, 30-7, 30-8, 30-9 / 31-1, 31-2, 31-3, 31-4, 31-5, 31-6 / 32-4 / 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10 / 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-18, 34-19 / 35-1, 35-4 / 38-1 / 49-2 / 52-1, 52-2, 52-3, 52-4, 52-5 / 56-1, 56-2 / 73-1.	
Rev. 8	All	

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RECORD OF TEMPORARY REVISIONS

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Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
1	30-6	K.J. Mansfield chief, Flight test, 20 December, 1995	Revises MMEL relief for Cowl Anti-Ice Pressure Relief Blow- off valves.	Superseded by Rev. 3 dated 23 December 1995
2	28-2	K.J. Mansfield chief, Flight test, 19 May, 1995	Removes limitation to carry additional 150 pounds of fuel when one electric Fuel Pump is inoperative.	Superseded by Rev. 3 dated 23 December 1995
3	24-1	K.J. Mansfield chief, Flight test, 20 December, 1995	Deletes MMEL ADG Auto- Deploy System relief	Superseded by Rev. 3 dated 23 December 1995
4	28-2	K.J. Mansfield chief, Flight test, 20 December, 1995	Adds left boost pump proviso requiring APU to be operating	Superseded by Rev. 3 dated 23 December 1995
5	26-3 36-1 78-1	L. Farrell for K.J. Mansfield chief, Flight test, 17 January, 1996	Deletes proviso from 26-14-1, adds NOTE to 36-10-1, and adds proviso to 78-30-1.	Superseded by Rev.4 dated 23 February 1996
6	24-4	R. Walker for K.J. Mansfield chief, Flight test, 27 March, 1996	Reinstates MMEL relief for ADG Auto-Deployment System	Superseded by rev. 5 dated January 06/97
7	52-1	L. Galvin K.J. Mansfield chief, Flight test, 05 March, 1996	Recinds MMEL relief for Emergency Exit	Superseded by Rev. 5 dated January 06/97
8	22-1, -2 22-3, -6 30-6, 34-4, -9 34-17	L. Farrell for K.J. Mansfield chief, Flight test, 14 August, 1996	Introduces RVSM exceptions to existing MMEL relief	Superseded by Rev. 5 dated January 06/97
9	28-2	R. Walker A/Chief flight Test for Minister of Transport 22 May 1997	Adds relief for damaged/missing Turolator Vane	Superseded by TR#11, dated 19 June 1997
10	32-3	L. Farrell A/Chief Flight Test for Minister of Transport 22 May 1997	Add provisos for Nose wheel Steering System	Superseded by Rev. 6 dated 22 November 2001
11	28-2	R. Walker A/Chief flight Test for Minister of Transport, 19 June 1997	Corrects item callout for TR#9 to 28-13-3 (was identified as 28-13-2 in TR #9	Superseded by Rev. 6 dated 22 November 2001
12	32-4	William Jupp for Chief Flight Test for Minister of Transport, 25 November 1997	Revises MMEL relief for Nose Ldg Gear Door Release Mechanism	Superseded by Rev. 6 dated 22 November 2001

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Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
13	56-1	William Jupp for Chief Flight Test for Minister of Transport, 11 October 2002	Re-introduces MMEL relief for Windshield Face Ply	Superseded by Rev. 7 dated 12 November 2004
14	30-1 30-2	William Jupp for Chief Flight Test for Minister of Transport, 29 March 2005	Removes the relief to dispatch in wing anti-ice standby mode	Superseded by TR 14-1 dated 29 March 2005
14-1	30-1 30-2	William Jupp for Chief Flight Test for Minister of Transport, 20 April 2005	Revises TR 14 to replace Modsum 600-10426 by SB 601-0575 and 604-30-002	Superseded by TR 14-2 dated 12 January 2006
14-2	30-1 30-2	William Jupp for Chief Flight Test for Minister of Transport, 12 January 2006	Revises TR 14-1 to remove CL-601 (CL-600-2A12) from the restrictions imposed to A/C without SB 601-0575	Superseded by revision 8 dated 15-October 2007

MMEL USER COMMENTS

ON ERRORS, OMISSIONS, PROCEDURES (IF APPLICABLE), ETC.

FAX to: (514) 855-7970
Bombardier Aerospace
Manager R&M and Safety

Department 066

OR

Email to: jean-pierre.dargis@aero.bombardier.com

OR

Mail to: address on back of this page

From:	Telephone No.:
Company:	Email address:
Date:	

The MMEL requires the following correction or clarification:

ATA Chapter/MMEL Item No.:

Page No.: Page Date:

OUR RESPONSE

Thank you for your comment;

- ☐ We will issue Temporary Revision No. ____
- ☐ We will include in Revision ____ scheduled for:

Comment:

Date:

Bombardier Aerospace
P.O.Box 6087, Station Centre-ville
Montreal, Quebec
H3C 3G9

Attention: Manager R&M and Safety
Dept. 745

DEPARTMENT OF TRANSPORT
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HIGHLIGHTS OF CHANGE

Revision 8 introduces CL-605 model, and makes editorial corrections and technical changes to other items, including the incorporation of Temporary Revision 14-2.

SUMMARY OF TECHNICAL AND EDITORIAL CHANGES:

1. Technical changes

Item No	Type of change	Summary of changes
21-33-1	Revision	Cabin Pressure Acquisition Module (CPAM)
22-10-1	Revision	Autopilot System
22-13-1	New	Input/Output Concentrator (IOC) (Integrated Avionics Processing System) (604, 605)
22-30-1	New	Autothrottle System (ATS) (604***, 605) -
23-11-4	New	Datalink System (605) ***
23-21-2	Revision	Satellite Communications (SATCOM) Systems ***
23-21-4	New	Integrated Flight Information System (IFIS) (605) ***
24-21-1	Revision	Engine Integrated Drive Generators (IDGs) (601-3A, 601-3R, 604)
24-32-1	Revision	Main Battery (604, 605)
24-32-2	Revision	Main Battery Charger (604, 605)
25-11-1	Revision	Pilot Seats.
25-11-2	Revision	Cockpit Sunvisors

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21-61-5	New	Pilots Heated Mats (605) ***
26-10-1	Revision	APU Fire Detection System
26-20-5	Revision	APU Fire Extinguishing System
26-20-6	New	Low Pressure Switch (APU FIREX Bottle)
28-27-1	Revision	Single Point Pressure Refuelling System
29-11-1	Revision	Hydraulic AC Motor Pumps (ACMP)
30-12-1	Revision	Wing Anti-ice System
30-20-2	Revision	Engine Cowl Anti-ice Pressure Relief Blow-off Valves
30-31-1	Revision	Probe Heaters
31-14-3	New	Master Warning/Caution Pushbutton Annunciators (Glareshield) (605)
31-31-1	Revision	Flight Data Recorder (FDR) System
31-40-1	New	Cursor Control Panel (CCP) (605)
31-60-1	Revision	Clocks
31-61-2	New	Adaptive Flight Displays (AFD) (605)
32-30-2	New	Landing Gear Retraction System (604, 605)
32-44-1	Revision	Anti-Skid System Channels (604, 605)

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33-12-5	Revision	Lighting Control Panels (Center Pedestal)
33-12-6	Revision	Indicator (PBA) Lighting BRT/DIM System (604, 605)
33-14-1	New	Map Reading Lights
33-20-2	Revision	Miscellaneous Lights
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33-50-1	Revision	Exterior Emergency Lights
34-12-7	New	Integrated Standby Instrument System (ISIS) (600, 601, 601-3A, 601-3R, 604)** (605)
34-23-2	Revision	Inertial Reference Systems (IRSs)
34-41-2	Revision	Weather Radar Control Panel (600, 601, 601-3A, 601-3R, 604)
34-42-1	Revision	Radio Altimeter Systems
34-42-2	Revision	Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System (GPWS)
34-43-1	Revision	Traffic Collision Avoidance System (TCAS)
34-53-1	Revision	Distance Measuring Equipment (DME) Systems
34-60-5	New	Global Positioning System (GPS) (605)
34-61-1	Revision	Flight Management Systems (FMS)
77-10-1	Revision	N1 Vertical Scale Indicators (600, 601, 601-3A, 601-3R)
77-10-2	Revision	N2 Vertical Scale Indicators (600, 601, 601-3A, 601-3R)
77-20-1	Revision	ITT Indicators (600, 601, 601-3A, 601-3R)

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Item No	Type of change	Summary of changes
77-20-2	Revision	DGT OFF switch (600, 601, 601-3A, 601-3R)
78-30-1	Revision	Thrust Reverser Systems

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SUMMARY OF TECHNICAL AND EDITORIAL CHANGES:
(Cont'd)

2. Editorial Changes

Item No	Type of change	Summary of changes
21-24-1	Revision	Cockpit Displays Cooling Exhaust Fan (604, 605)
21-30-6	Revision	Cabin Pressurization Panel EMER DEPRESS “ON” Switch Light (light function only) (604, 605)
21-31-1	Revision	Cabin Pressurization Control System
21-51-2	Revision	Air Conditioning Packs (604, 605)
21-51-3	Revision	Air Conditioning Pack “L/R FAIL” Switch Light (light function only) (604, 605)
21-51-4	Revision	Cabin Pressurization Panel “FAIL/MANUAL” Switchlight (light function only) (604, 605)
21-61-3	Revision	EICAS “CABIN TEMP” Indication (604, 605)
21-61-2	Revision	Cabin Temperature Indicator
21-61-3	Revision	EICAS "CABIN TEMP" Indication (604, 605)
21-61-4	Revision	Cockpit Heat System (601-3R, 604)
22-10-1	Revision	Autopilot System
22-10-2	Revision	Flight Directors
22-11-3	Revision	AP/FD Sync Switches (604, 605)

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2. Editorial Changes (Cont'd)

Item No	Type of change	Summary of changes
22-12-1	Revision	V-Speed Auto-Synchronization System (604, 605)
23-50-2	Revision	Cabin Alerting System (Chime/Light)
23-51-4	Revision	RT/IC Switches (Pilot / Co-Pilot) (604, 605)
24-31-1	Revision	TRU Cooling Fans
24-32-3	Revision	APU Battery (604, 605)
24-32-4	Revision	APU Battery Charger (604, 605)
24-41-2	Revision	AC External Power "AVAIL / IN USE" (604, 605)
24-42-2	Revision	DC Power Main Bus Switch Light (604, 605)
24-42-3	Revision	DC External Power "IN USE" Light (604, 605)
27-05-1	Revision	Control Surface Position Indicators(
27-05-2	Revision	Ground Spoiler Control Surface Indications (LH & RH) (604, 605)
27-40-1	Revision	Trim Indicators
27-60-1	Revision	Ground Spoiler Manual Arming Switch
27-67-1	Revision	Ground Spoiler System
28-13-2	Revision	Tail Tank Fuel System (including Saddle Tanks) (604, 605)
28-13-3	Revision	Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems)
28-15-3	Revision	Tail Tank Transfer Boost Pumps (604, 605)



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2. Editorial Changes (Cont'd)

Item No	Type of change	Summary of changes
28-15-4	Revision	Crossflow Shutoff Valves
28-23-1	Revision	Fuel (Boost) Pumps
28-23-2	Revision	Fuel Boost Pump "INOP/ON" Switch Lights (light function only) (604, 605)
28-40-1	Revision	EICAS Bulk Fuel Temperature Indication (604, 605)
28-41-2	Revision	EICAS Aux and Total Fuel Tank Quantity Readouts (604, 605)
28-41-3	Revision	EICAS Tail Tank and Total Fuel Quantity Readouts (604, 605)
29-11-6	Revision	Hydraulic "AUTO" Switches (Electric Pumps) (604, 605)
29-31-1	Revision	EICAS Hydraulic Pressure Readout Indications (604, 605)
29-32-3	Revision	EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2 and 3) (604, 605)
30-20-2	Revision	Engine Cowl Anti-ice Pressure Relief Blow-off Valves
30-31-1	Revision	Probe Heaters
32-44-1	Revision	Anti-Skid System Channels (604, 605)
32-47-1	Revision	EICAS Brake Pressure Indications (604, 605)
32-50-2	Revision	Remote Nose Gear Door Release Mechanism***
33-12-5	Revision	Lighting Control Panels (Center Pedestal)(604, 605)
33-20-2	Revision	Dome and Boarding Lights (604, 605)
33-40-1	Revision	Position Lights (Navigation)
33-40-4	Revision	Landing Lights

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2. Editorial Changes (Cont'd)

Item No	Type of change	Summary of changes
33-40-5	Revision	Taxi / Recognition Lights
34-51-5	Revision	Airborne Flight Information System (AFIS) (600, 601, 601-3A, 601-3R, 604) ***
36-10-1	Revision	Engine Bleed Air SOVs (14th Stage) (601, 601-3A, 601-3R, 604, 605)
36-23-1	Revision	Bleed Air Overheat Sensing Loops A and B
45-45-1	Revision	Maintenance Diagnostic Computer (MDC) (604, 605)
49-00-3	Revision	APU Load Control Valve (APU LCV) Fail Switchlight (light function only) (604, 605)
52-70-2	Revision	Passenger Door Indication System (604, 605)
52-70-4	Revision	Baggage Door Indication System (604, 605)
73-11-1	Revision	Ignition Systems (601, 601-3A, 601-3R, 604, 605)
73-30-1	Revision	IGNITION A/B "ARM/ON" Switch Lights (light function only) (604, 605)
73-30-2	Revision	IGNITION CONT"ON" Switch Light (light function only) (604, 605)
76-00-1	Revision	Engine Speed Control Systems (601, 601-3A, 601-3R, 604, 605)
76-10-1	Revision	Automatic Power Reserve (APR) System (601, 601-3A, 601-3R, 604, 605)
79-12-1	Revision	Oil Replenishment System (601, 601-3A, 601-3R, 604, 605)
79-30-2	Revision	Oil Pressure Readouts (604, 605)

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Item No	Type of change	Summary of changes
79-30-2	Revision	Oil Pressure Readouts (604, 605)
79-30-5	Revision	Oil Low Pressure Switch (604, 605)

3. Deleted Items

Item No	Type of change	Summary of changes
25-13-1	Deleted	Flight Deck Crewmember Safety Belts (Includes Shoulder Harness)
29-11-5	Deleted	Engine Driven Hydraulic Pumps

Please retain these sheets until the next revision has been issued.

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DEFINITIONS

COLUMN 1

1. **"System & Sequence Numbers"** are based on Air Transport Association (ATA) Specification No. 100 and items are numbered sequentially.
2. **"Item"** means the equipment, system, component, or function listed in the "Item" column.
3. **Repair Intervals:** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL at or prior to the repair times established by the following letter designators:

Category "A": Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL, 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. For example, if it were recorded at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

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. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would end at midnight February 5th.

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.

The letter designators are inserted adjacent to Column 2.

4. **"****"** symbol indicates an item which is not required by Regulations but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The "****" symbol may be considered equivalent to the term "if installed".

COLUMN 2

1. **"Number Installed"** is the number (quantity) of items installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
2. **"-"** symbol indicates a variable number (quantity) of the item installed.

NOTE:

Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by Transport Canada.

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COLUMN 3

1. **"Number Required For Dispatch"** is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
2. **"-"** symbol indicates a variable number (quantity) of the item required for dispatch.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by Transport Canada.

COLUMN 4

1. **"Remarks or Exceptions"** in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
2. **"(M)"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. If there is a requirement to perform the procedures more frequently, for example, before each flight, then this is clearly stated in the provisos. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel (see **(M#)** below). The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures, including the identification of qualified personnel authorized to accomplish them are required to be published as part of the operator's manual or MEL.

3. **"(O)"** symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures are required to be published as part of the operator's manual or MEL.

These procedures are outlined in the Operational and Maintenance Procedures Manual (PSP-621). If a procedure is not covered in the Operational and Maintenance Procedures Manual, the procedural requirements can be found in the provisos of the MMEL or in the relevant Airplane Flight Manual (AFM).

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by Transport Canada.

4. **Alphabetical symbol** indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

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5. **NOTES** provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
6. **Deleted** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

ADDITIONAL DEFINITIONS

1. **"Administrative Control Item"** means an item listed by the operator in the MEL for tracking and information purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e., Structural Repair Manual, Airworthiness Directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
2. **"Airplane Flight Manual"** (AFM) is the document required for type approval and approved by Transport Canada. The approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.
3. **"As required by Regulations"** and **other similar statements** mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations (FARs), Airworthiness Manual (AWM) or Canadian Aviation Regulations (CARs). The number of items specified by these requirements must be operative. When the listed item is not required by the requirements, it may be inoperative for the time specified by repair category.
4. **"Change bar"**: A vertical bar in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
5. **Day of Discovery** is the calendar day an equipment/instrument malfunction was recorded in the Aircraft Maintenance Logbook and/or Record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A,B,C, and D.
6. **"Deactivated" and "Secured"**: means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
7. **Engine Indicating Crew Alerting System (EICAS)** that provides electronic messages refers to a system capable of providing different priority levels of system information messages (e.g., WARNING, CAUTION, ADVISORY and STATUS). Any airplane discrepancy message that affects dispatchability will be at the WARNING, CAUTION or STATUS level.
8. **"ER"** refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of TP 6327 (ETOPS).
9. **"Excess Items"** means those items that have been installed but are redundant to the requirements.
10. **"Extended Overwater Operations"**: means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

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11. **"Federal Aviation Regulations" (FARs):** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
12. **"Flight Day"** means a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
13. **"Icing Conditions":** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
14. **"Inoperative"** means a system and/or a component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
15. **Inoperative components of an inoperative system:** Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
16. **"Passenger Convenience Items":** means those items related to passenger convenience, comfort or entertainment such as , but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
17. **Placarding:** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
18. **"Reduced Vertical Separation Minimum" (RVSM) airspace:** means any airspace or route where aircraft are separated by 1000 feet vertically between FL 290 and FL 410. RVSM Operations means operations conducted in RVSM airspace.
19. **"Visual Flight Rules" (VFR):** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
20. **"Visual Meteorological Conditions" (VMC):** means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
21. **"Visible Moisture":** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

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22. **“Considered Inoperative”** means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
23. **“Is not used”** in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL “is not used.” In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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ABBREVIATIONS and ACRONYMS

The following abbreviations and acronyms may be used on flight compartment displays, radio tuning units and the flight management system or may be found in this manual. Some abbreviations may appear in upper or lower case letters. Abbreviations which have limited usage are explained in the chapters where they are used.

A

A/C	Air Conditioning	AGL	Above Ground Level
A/G	Air/Ground	AHC	Attitude Heading Computer
A/ICE	Anti-ice	AHRS	Attitude Heading Reference System
A/P	Autopilot	AIL	Aileron
A/S	Airspeed	ALIGN	Aligning, alignment
A/SKID	Anti-skid	ALPHA	alpha
ABS	Absolute	ALT	Altitude, Altimeter
AC	Alternating Current	ALT	Altitude Hold (PFD/FD)
ACARS	ARINC Communications Addressing and reporting System	ALT CAP	Altitude Capture (PFD/FD)
ACCEL	Acceleration, accelerate(d), accelerometers	ALT HOLD	Altitude Hold
ACM	Air Cycle Machine	ALTN	Alternate
ACMP	Alternating Current Motor Pump/ Electric Hydraulic Pump	ALTS	Selected Altitude Arm/Abort (PFD/FD)
ACT	Active	AM	Amplitude Modulation
ACU	Air Conditioning Unit	AMB	Ambient
ADC	Air Data Computer	AMP	Amperes
ADDR	Address	ANNUN	Annunciator
ADF	Automatic Direction Finder	ANO	Air Navigation Orders
ADG	Air Driven Generator	ANT	Antenna
ADI	Attitude Director Indicator	AOA	Angle of Attack
ADS	Air Data System	AP	Autopilot
AFCS	Automatic Flight Control System	APC	Auxiliary Power Control
AFM	Airplane Flight Manual	APP	Approach
AFT	Afterward	APPROX	Approximately
		APR	Automatic Performance Reserve
		APU	Auxiliary Power Unit

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ARINC Aeronautical Radio
 Incorporated
ARP Air Data Reference
 anel
ASYM Asymmetrical
ATA Air Transport
 Association
ATC Air Traffic Control
ATT Attitude
ATTD Attitude

ATTND Attendant
AUTO Automatic
AUTO BAL Automatic Balance
AUTO XFER Automatic Transfer
AUX Auxiliary
AV Avionics
AVAIL Available
AZ Azimuth

B

B/AIR Bleed Air
B/C Back Course
B/CRS Back Course
B/LEAK Bleed Leak
BAG DR Baggage Door
BARO Barometric
BAT Battery
BATT Battery
BDI Bearing Distance
 Indicator
BFO Beat Frequency
 Oscillator
BITE Built-In-Test
 Equipment

BK Brake
BLD Bleed
BOOM Headset microphone
BRG Bearing
BRKR(s) Breaker(s)
BRT Bright
BTL Bottle
BTMS Brake Temperature
 Monitoring System
BTMU Brake Temperature
 Monitoring Unit
BYPSS Bypass

C

C Center, Caution,
 Cabin
CAA Civil Aviation
 Authority (UK)
CAL Calibrate
CAP Capture
CAPT Captain
CAS Calibrated Air Speed
CAT Category
CAT II Category II
CB, C/B Circuit Breaker
CBP Circuit Breaker Panel
CCW Counter Clockwise

CDL Configuration
 Deviation List
CDP Compressor Discharge
 Pressure
CDU Control Display Unit
CFM Cubic Feet Per Minute
CFR Canadian Federal
 Aviation Regulations
CG Center of Gravity
CH Chapter, Channel
CHAN Channel
CHGR Charger

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CHR	Chronograph	CONFIG	Configuration
CHRT	Chart	CONN	Connection
CK	Check	CONT	Control, Continuous, Contactor, Controller
CKPT	Cockpit	COOL	Cooling
CKT	Circuit	CORR	Correction
CLB	Climb	CPAM	Cabin Pressure Acquisition Module
CLK	Clock	CPLT	Copilot
cm	Centimeters	CRS	Course
CMD	Command	CRT	Cathode Ray Tube
CMPS	Compass	CRZ	Cruise
CMPTR	Computer	CSD	Constant Speed Drive
CO2	Carbon Dioxide	CTR	Center
COM	Communication	CVR	Cockpit Voice Recorder
COMM	Communication	CW	Clockwise
COMP	Compressor, Comparator	CYL	Cylinder
COMPT	Compartment		
COND	Condition, Continued		

D

DA	Drift Angle	DG	Directional Gyro
DBU	Data Base Unit	DH	Decision Height
DC	Direct Current	DIFF	Differential
DCP	Display Control Panel	DIM	Dimming
DCU	Data Concentrator Unit	DIR	Direct
DECEL	Decelerate(d)	DIS	Distance (to way point), Disconnect
DECR	Decrease	DISC	Disconnect
DEFL	Defuel	DISCH	Discharge
DEG	Degree	DISP	Dispatch, Display
DEPR	Depressurize	DIST	Distance
DEPT	Departure	DME	Distance Measuring Equipment
DEST	Destination	DN	Down
DET	Detector	DOT	Department of Transport (Canada)
DEV	Deviation	DR	Door
DFDAU	Digital Flight Data Acquisition Unit	DUCT MON	Duct Monitor
DFDR	Digital Flight Data Recorder		

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E

EADI	Electronic Attitude Direction Indicator	ELEC	Electrical
EAS	Equivalent Airspeed	ELEV	Elevator, Elevation
ECAM	Electronic Centralized Aircraft Monitoring System	ELT	Emergency Locator Transmitter
ECP	EICAS Control Panel	EMER(G)	Emergency
ECS	Environmental Control System	EMI	Electro-Magnetic Interference
ECU	Electronic Control Unit	ENG	Engine
ED	EICAS Display	EPC	External Power Contactor
EDP	Engine Driven Pump/Engine Primary Hydraulic Pump	EQUIP	Equipment
EFIS	Electronic Flight Instrument System	ERP	Eye Reference Position Datum
EGT	Exhaust Gas Temperature	ESS	Essential
EICAS	Engine Indication and Crew Alerting System	ET	Elapsed Time
EHSI	Electronic Horizontal Situation Indicator	ETA	Estimated Time of Arrival
EL	Elevation	ETE	Estimated Time Enroute
		EVAC	Evacuation
		EXH	Exhaust
		EXTIN	Extinguish(ed)

F

F/CTL	Flight Controls	FF, F/F	Fuel Flow
FAA	Federal Aviation Administration (USA)	FIRE BTL	Fire Bottle
FAIL	Failure	FIREX	Fire Extinguisher
FCC	Flight Control Computer	FL CH	Flight Level Change
FCU	Fuel Control Unit	FLD	Field
FD, F/D	Flight Director	FLT	Flight
FDAU	Flight Data Acquisition Unit	FLT DIR	Flight Director
FDR	Flight Data Recorder (Digital)	FLUOR	Fluorescent
FECU	Flaps Electronic Control Unit	FM	Fan Marker
FEED	Feeder	FMS	Flight Management System
		FPM	Feet Per Minute
		FREQ	Frequency
		ft	Feet, Foot
		FW	Fire Wall

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FWD Forward

G

G (+/-)	Receiver Gain	GLD	Ground Lift Dumping
G/S	Glide slope	GMT	Greenwich Mean Time
GA	Go-around	GND	Ground
GAL	Gallon	GPM	Gallons Per Minute
GALY	Galley	GPWS	Ground Proximity Warning System
GCS	Ground Clutter Suppression	GR	Gear
GCU	Generator Control Unit	GRAV	Gravity
GE	General Electric	GS	Ground Speed
GEN	Generator	GUIDE	Guidance
		GW	Gross Weight

H

HDG	Heading	HOT	High Oil Temperature
HDG HOLD	Heading Hold	HP	High Pressure
HDG SEL	Heading Select	HPA	Hecto Pascals
HEAT	Heater	HSI	Horizontal Situation Indicator
HF	High Frequency (3 - 30 MHz)	HSTA	Horizontal Stabilizer Trim
Hg	Mercury	HSTCU	Horizontal Stabilizer Trim Control Unit
HGS	Head-up Guidance System	HTR	Heater
HI	High	HUD	Heads-up Display
HIRF	High Intensity Radiated Fields	HYD	Hydraulic
HLDR	Holder	Hz	Hertz
HOR, HORIZ	Horizontal		

I

IB, I/B, INBD	Inboard	ICS	Idle Corrected Speed
I/C	Intercom, Inspection Check	ID	Identification
IAPS	Integrated Avionics Processor System	IDENT	Identification
IAS	Indicated Air Speed	IDG	Integrated Drive Generator
ICAO	International Civil Aviation Organization	IFR	Instrument Flight Rules
IGN	Ignition	ILS	Instrument Landing System

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IM	ILS Inner Marker	INT	Internal, Integral, Intersection
IMC	Instrument Meteorological Conditions	INTEG	Integral
IMP.	Imperial	IRS	Inertial Reference System
in.	Inch, Inches	IRU	Inertial Reference Unit
in. Hg	Inches of Mercury	ISA	International Standard Atmosphere
INCR	Increase	ISDU	Inertial System Display Unit
IND	Indication, Indicator	ISO	International Standard Organization
INFLT	In Flight	ISOL	Isolation, Isolated
INHIB	Inhibit	ITT	Inter Turbine Temperature
INOP	Inoperative		
INPH	Interphone		
INSP	Inspection		
INST(S)	Instrument(s)		
INST, INSTR	Instrument		

J

JAA	Joint Aviation Authority
-----	--------------------------

K

K, KT, KTS	Knots	KIAS	Knots Indicated Airspeed
kg	Kilogram(s)		
KHz	KiloHertz	kw(s)	KiloWatt(s)

L

L	Left, Landing	LCV	Load Control Valve
L/R	Left/Right	LDG	Landing
L/T	Landing/Taxi	LDG GR	Landing Gear
LAV	Lavatory	LDU	Lamp Driver Unit
lb	Pound(s)	LE	Leading Edge
LCN	Load Classification Number	LED	Light Emitting Diode, Leading Edge Device
		LN	Left Nose
LG	Landing Gear	LNAV	Lateral Navigation
LGC	Landing Gear Controller	LOC	ILS Localizer
		LOGO	Logo Graphic
LGW	Landing Gross Weight	LOM, MM	Compass Locator at Outer Marker
LH	Left Hand		
LIM	Limit	LOP	Low Oil Pressure
LK	Leak	LP	Low Pressure

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LPM	Liter Per Minute	LT(s)	Light(s)
LR	Left Rear	LW	Left Wing
LRC	Long Range Cruise	LWD	Left Wing Down
LRU	Line Replaceable Unit	LWR	Lower
LSB	Lower Side Band		

M

M	Mach Number	MEL	Minimum Equipment List
m	Meter		
MAA	Maximum Authorized IFR Altitude	MFD	Multifunction Display
		MGP	MLS Glideslope
MAC	Mean Aerodynamic Chord	MHz	MegaHertz
		MI	Miles
MAG	Magnetic	MIC	Microphone
MAINT	Maintenance	MID AFT	Middle Afterward
MALF	Malfunction	MID FWD	Middle Forward
MAN	Manual	MILS	.001 of an inch
MAP	Ground Map (WXR)	MIN	Minimum
MA SI	Mach Air Speed Indicator	MISC	Miscellaneous
		MKR	Marker
MAX	Maximum	MLG	Main Landing Gear
MAZ	MLS Azimuth	MLI	Magnetic Level Indicator
MB	Millibars		
MCA	Minimum Crossing Altitude	MLU	Midlife Update
MCT	Maximum Continuous Thrust	MLW	Maximum Landing Weight
MDA	Minimum Descent Altitude	MM	ILS Middle Marker
		MMEL	Master Minimum Equipment List
MEA	Minimum Enroute IFR Altitude	M _{MO}	Maximum Operating Speed in Mach Number
MECH	Mechanic		
MED	Medium		
MOCA	Minimum Obstruction Clearance Altitude	MTBF	Mean Time Before Failure
		MTG	Miles to Go
MOD	Module	MTOW	Maximum Takeoff Weight
MON	Monitor		
MPH	Miles Per Hour		
MRA	Minimum Reception Altitude	MTW	Maximum Taxi Weight
		MZFW	Maximum Zero Fuel Weight
MSG	Message		
MSL	Mean Sea Level		

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Misc

%	Percent	°C	Degrees Centigrade
&	and	°F	Degrees Fahrenheit

N

N/A	Not applicable	NL	Nose Left
N1	Low Pressure Rotor	NLG	Nose Landing Gear
N2	High Pressure Rotor	NM	Nautical Mile(s)
NAV	Navigation	No.	Number
ND	Nose Down, Navigation Display	NOPT	No Procedure Turn Required
NDB (ADF)	Nondirectional Beacon (Automatic Direction Finder)	NORM	Normal
		NOSE	Nosewheel
NEG	Negative	NR	Nose Right
NEUT	Neutral	NU	Nose Up

O

OAT	Outside Air Temperature	OK	Okay
OB/OUTBD	Outboard	OM	ILS Outer Marker
OBS	Observer	OVBD	Overboard
OEI	One Engine Inoperative	OVHT, OH	Overheat
OEW	Operating Empty Weight	OVLD	Overload
		OVSP	Overspeed
OH, OVHD	Overhead	OVSPD	Overspeed
		OVTEMP	Over Temperature
		OXY, O2	Oxygen

P

P#6	Panel 6	PF	Pilot Flying
P/S	Pitot/Static	PFD	Primary Flight Display
PA	Passenger Address	PLA	Power Lever Angle
PASS	Passenger	PLT(s)	Pilot(s)
PBE	Portable Breathing Equipment (Smoke Hood)	PNF	Pilot Not Flying
		PNLS(s)	Panel(s) Outside Air Pressure
PCU	Power Control Unit	PO	

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POS	Position	PSI	Pounds Per Square Inch
PPH	Pounds Per Hour	PSIG	Pounds Per Square Inch Gauge
PRESS	Pressure, Pressurization	PSS	Proximity Sensor System
PRI	Primary	PSU	Passenger Service Unit
PRIM	Primary	PT2	Engine Inlet Pressure
PROC	Procedure	PTCT	Protect
PROT	Protection	PTT	Push To Talk
PROX	Proximity	PWR	Power
PSEU	Proximity Sensor Electronics Unit		

Q

QAR	Quick Access Recorder	QNH	Altimeter Setting
QEC	Quick Engine Change	QTY	Quantity
QFE	Local Station Pressure		

R

R	Right	RMU	Radio Management Unit
RA	Radio Altitude	ROT	Rotation
	Resolution Advisory	RPM	Revolutions Per Minute
RAI	Registro Aeronautico Italiano (Italy)	RT, R/T	Receiver-Transmitter
RAT	Ram Air Turbine	RTE	Route
RCCB	Remote Controlled Circuit Breaker	RTE DATA	Route Data
RCDR	Recorder	RT0	Rejected Takeoff
RCVR	Receiver	RTU	Radio Tuning Unit
RDR	Radar	RUD	Rudder
REC	Receiver, Recorder	RVR	Runway Visual Range
RECOG	Recognition	RVSM	Reduced Vertical Separation Minimum
REF(s)	Reference(s)	RVSR	Reverser
REFL	Refuel	RW	Right Wing
REV	Reverse	RWD	Right Wing Down
RH	Right Hand	RWY	Runway
RMI	Radio Magnetic Indicator		

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S

S	Status	SP, SPD	Speed
SAT	Static Air Temperature	SPKR	Speaker
SCAV	Scavenge	SPLR(s)	Spoiler(s)
SDS	Status Display System	SQL	Squelch
SEC	Second, Secondary	SSB	Single Side Band
SECS	Spoiler Electronic Control System	STA	Station
SECU	Spoiler Electronic Control Unit	STAB	Stabilizer
SEL	Select, Selector	STAT	Status
SEL CAL	Selective Call	STBY	Standby
SENS	Sensitivity, Sensor	STEER	Steering
SERV, SVCE	Service	SUPPL	Supply
SMKG	Smoking	SW(s)	Switches
SOV	Shutoff Valve	SYN	Synchronize
		SYNC	Synchronous
		SYS, SYST	System

T

T/C	Top of Climb	TEMP	Temperature
T/D	Top of Descent	TGT	Target
T/R	Thrust Reverser	T0, T/O	Takeoff
TA	Traffic Alert	TOC	Top of Climb
TACAN	UHF Tactical Air Navigation Aid	TOD	Top of Descent
TAS	True Airspeed	TOL	Tolerance
TAT	Total Air Temperature	TRB, TURB	Turbulence
TCAG	Transport Canada Airworthiness Group	TRK	Track
TCAS	Traffic Alert and Collision Avoidance System	TRM	Trim
TE	Trailing Edge	TRU	Transformer Rectifier Unit
		TT2	Engine Inlet Temperature

U

UHF	Ultra High Frequency	USG	United States Gallons
UNSCHD	Unscheduled	UTIL	Utility
USB	Upper Side Band		

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V

V	Volt	V _{S0}	Stalling Speed or the Minimum Steady Flight Speed in the Landing Configuration
V _A	Design Maneuvering Speed	V _{S1}	Stalling Speed or the Minimum Steady Flight Speed Obtained in a Specific Configuration
V _B	Design Speed for Maximum Gust Intensity	V _X	Speed for Best Angle of Climb
V _C	Design Cruising Speed	V _Y	Speed for Best Rate of Climb
V _D	Design Diving Speed	V ₁	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)
V _{DF} /M _{DF}	Demonstrated flight diving speed.	V ₂	Takeoff Safety Speed
V _F	Design Flap Speed	V _{2 MIN}	Minimum Takeoff Safety Speed
V _{DF} /M _{FC}	Maximum Speed for Stability Characteristics		
V _{FE}	Maximum Flap Extended Speed	V/S	Vertical Speed
V _H	Maximum Speed in Level Flight with Maximum Continuous Power	VERT	Vertical
V _{LE}	Maximum Landing Gear Extended Speed	VFR	Visual Flight Rules
V _{LO}	Maximum Landing Gear Operating Speed	VG	Vertical Gyro
V _{LOF}	Lift-off Speed	VHF	Very High Frequency (30 - 300 MHz)
V _{MC}	Minimum Control Speed with the Critical Engine Inoperative	VIB	Vibration
V _{MO} /M _{MO}	Maximum Operating Limit Speed	VMC	Visual Meteorological Conditions
V _{MU}	Minimum Unstick Speed	VNAV	Vertical Navigation
V _{NE}	Never-exceed Speed	VOL	Volume
V _{NO}	Maximum Structural Cruising Speed	VOLT	Voltage
V _R	Rotation Speed	VOR	VHF Omnidirectional Range Station
V _S	Stalling Speed or the Minimum Steady Flight Speed at which the Airplane is Controllable	VORTAC	VOR and TACAN Co-located
		VSI	Vertical Speed Indicator

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W

W	Warning	WIND	Window
W/C	Wind Component	WOW	Weight-On-Wheels
W/S	Wind Shear	WPT(s)	Waypoint(s)
W/W	Wheel Well	WRN	Warning
WARN	Warning	WS	Second Segment
WF	Runway Length Limited		Limited Weight
	Weight	WSHLD	Windshield
WGT	Weight	WX	Weather
WHLS	Wheels	WXR	Weather Radar

X

X	Cross Transfer	XPNDR	Transponder
XFER, XFR	Transfer	XTK	Cross Track
XFLOW	Cross Flow	XWC	Cross Wind Component
XMIT	Transmit		

Y

YD, Y/D	Yaw Damper
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Z

ZFW	Zero Fuel Weight
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PREAMBLE

All equipment installed on an aircraft in compliance with the Airworthiness Standards and Operating Rules must be operative. However, Canadian Aviation Regulations (605.07, 704.07 and 705.07) permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative component can provide the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that the required level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain the required level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to Transport Canada prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that the required level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft Operation and crew workload must be considered.

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PREAMBLE

(Cont'd)

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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21 – <u>AIR CONDITIONING</u>							
20-1	Heat Exchanger Fan (Footwarmer-Demist) (600, 601, 601-3A)	C	1	0			
24-1	Cockpit Displays Cooling Exhaust Fan (604, 605)	C	1	0		(M) May be inoperative provided both ACUs are operative.	
						NOTE : During ground operations at ambient temperatures above 40°C (104° F), operation of electrical/avionics equipment must be limited to 30 minutes unless at least one ACU is operating and cabin doors are closed.	
30-1	Emergency Pressurization System (600, 601, 601-3A)	C	1	0		(O) May be inoperative provided aircraft is operated unpressurized.	
30-2	Cabin Altitude Warning System (600, 601, 601-3A, 601-3R)						
	1) Visual (CABIN PRESS LOW light)	C	1	0		(O) May be inoperative provided Cabin Altitude Aural Warning System is operative.	
		C	1	0		(O) May be inoperative provided airplane is operated unpressurized.	
	2) Aural (Horn) ***	C	1	0		(O) May be inoperative provided Cabin Altitude Visual Warning System is operative.	
		C	1	0		(O) May be inoperative provide aircraft is operated at or below 10,000 feet MSL.	
		C	1	0		(O) May be inoperative provided aircraft is operated unpressurized.	

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				3.	Number Required For Dispatch Nombre d'articles à expédier
21 – AIR CONDITIONING				4.	Remarks or Exceptions Remarques ou exceptions
30-3	Cabin Altitude Indicator (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
		D	1	0	(O) May be inoperative provided aircraft is operated unpressurized.
30-4	Cabin Differential Pressure Indicator (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.
		D	1	0	(O) May be inoperative provided aircraft is operated unpressurized.
30-5	Cabin Rate of Climb Indicator (600, 601, 601-3A, 601-3R)	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, b) Cabin Differential Pressure Indicator is operative, and c) Cabin Pressurization Control System Automatic Mode is operative.
		C	1	0	(O) May be inoperative provided aircraft is operated unpressurized.

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21 – AIR CONDITIONING							
30-6	Cabin Pressurization Panel EMER DEPRESS “ON” Switch Light (light function only) (604, 605)	C	1	0		(O) May be inoperative provided the EMER DEPRESS caution message is verified operative.	
31-1	Cabin Pressurization Control System						
	1) Automatic and Manual Modes	C	2	0		(O) Both may be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is not operated in extended overwater operations.	
						NOTE 1: (604, 605) During ground operations at ambient temperatures above 40°C (104°F), operation of electrical/avionics equipment must be limited to thirty minutes unless at least one ACU/Pack is operating and cabin doors are closed as per AFM.	
						NOTE 2: (600, 601, 601-3A, 601-3R) During ground operations at ambient temperatures above 45°C (113°F), operation of electrical/avionics equipment must be limited to thirty minutes unless at least one ACU/Pack is operating and cabin doors are closed as per AFM.	
(Cont'd)							

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21 – AIR CONDITIONING							
31-1	Cabin Pressurization Control System (Cont'd)						
2)	Automatic Mode (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided:	a) Cabin Pressurization Control System Manual Mode is operative,	
					b) Autopilot is operative, and		
					c) Aircraft is not operated more than 60 minutes from a suitable airport.		
		C	1	0	(O) May be inoperative provided:	a) Total fuel carried includes at least 50% more than the fuel load required for the planned flight, and	
					b) Aircraft speed is limited to 300 KIAS when at or below 12,500 feet.		
3)	Automatic Mode (604, 605)	C	1	0	May be inoperative provided:	a) Cabin Pressurization Control System Manual Mode is operative,	
					b) Autopilot is operative, and		
					c) Aircraft is not operated more than 60 minutes from a suitable airport.		
4)	Manual Mode	C	1	0	May be inoperative provided:	a) Cabin Pressurization Control System Automatic Mode is operative,	
					b) Aircraft is not operated more than 60 minutes from a suitable airport, and		
					c)Aircraft is not operated in extended overwater operations.		

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21 – AIR CONDITIONING							
32-1	Outflow / Safety Valves	C	2	0		(M)(O) One or both may be inoperative provided: a) Affected valve(s) is secured open, b) Aircraft is operated unpressurized, and c) Aircraft is not operated in extended overwater operations.	
33-1	Cabin Pressure Acquisition Module (CPAM)						
	1) (604)	C	1	0		(O) May be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is not operated in extended overwater operations.	
	2) (605)	C	2	1		May be inoperative provided: a) Automatic Mode of the Pressurization Control System is operative, and b) Aircraft is not operated more than 60 minutes from a suitable airport.	
		C	2	0		(O) May be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is not operated in extended overwater operations.	

