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TRANSPORT CANADA
MMEL ADDENDUMS
TO
MASTER MINIMUM EQUIPMENT LIST
FOR
Canadair CL 600-2B19/-2C10/-2D15/-2D24
WITH THE FOLLOWING STC'S

STC SA03-94	- ORIGINAL	- APPROVED JUL. 21, 2004
STC SA07-44	- REVISION 02	- APPROVED FEB. 09, 2012
ST01408LA	- ORIGINAL	- APPROVED FEB. 04, 2008
ST01415LA	- ORIGINAL	- APPROVED FEB. 04, 2008
STC SA03-43	- ORIGINAL	- APPROVED MAY 02, 2008
STC SA11-54	- ORIGINAL	- APPROVED MAR. 01, 2012

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

March 01, 2012

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TRANSPORT CANADA

ORIGINAL

MMEL ADDENDUM

TO

**Canadair CL 600-2B19/-2C10/-2D15/-2D24
WITH STC SA03-94 INSTALLED**

MASTER MINIMUM EQUIPMENT LIST

Original signed by

W. R. Jupp

Chief, Aircraft Certification Flight Test

for Minister of Transport

Jul. 21, 2004

Revision No. Original

TRANSPORT CANADA
Master Minimum Equipment List
Addendum

Page: I
Revision Original
Jul. 21, 2004

Canadair CL 600-2B19/-2C10/-2D15/-2D24 with STC SA03-94

List of Effective Pages

Title Page

List of Effective Pages	I	Original	Jul. 21, 2004
Log of Revisions	II	Original	Jul. 21, 2004
Reasons for Changes	III	Original	Jul. 21, 2004
Introduction	IV	Original	Jul. 21, 2004
Pages	52-1	Original	Jul. 21, 2004
	52-2	Original	Jul. 21, 2004

TRANSPORT CANADA
Master Minimum Equipment List
Addendum

Page: II
Revision Original
Jul. 21, 2004

Canadair CL 600-2B19/-2C10/-2D15/-2D24 with STC SA03-94

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Jul. 21, 2004	All	

TRANSPORT CANADA
Master Minimum Equipment List
Addendum

Page: III
Revision Original
Jul. 21, 2004

Canadair CL 600-2B19/-2C10/-2D15/-2D24 with STC SA03-94

Reasons for Changes

General	Original issue of Transport Canada Addendum incorporating relief and repair category for STC SA03-94, Issue 1, as applicable to the CL-600-2B19 aircraft.
52-51-1	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) – new item with relief and repair interval based on the FAA PL 112, Revision 1.
52-51-2	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant) – new item with relief and repair interval based on the FAA PL 112, Revision 1.

TRANSPORT CANADA
Master Minimum Equipment List
Addendum

Page: IV
Revision Original
Jul. 21, 2004

Canadair CL 600-2B19/-2C10/-2D15/-2D24 with STC SA03-94

Introduction

This Transport Canada MMEL Addendum constitutes a mandatory change to the TCCA Approved MMEL for the Canadair CL 600-2B19/-2C10/-2D24 aircraft.

This MMEL Addendum must be used in conjunction with the TCCA Approved MMEL (Revision No.13, Nov. 07, 2002 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.

The TCCA 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 Addendum, all references should be made to the applicable Canadian regulation.

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
Aircraft Certification
Place de Ville, Tower C
330 Sparks Street, 3rd Floor
Ottawa, Ontario
K1A 0N8

TRANSPORT CANADA
Master Minimum Equipment List
Addendum with SA 03-94 Installed

Aircraft:				Revision No. Original		Page:	
Canadair CL 600-2B19/-2C10/-2D15/-2D24				Date: Jul. 21, 2004		52-1 of 2	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
52 DOORS							
51-1 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (STC SA03-94) CL-600-2B19 only	A	1	0	(M)(O)	May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, and d) Repairs are made within two flight days.	
	1) Flight Deck Access Panel System (Keypad, Door Chime)	B	1	0	(M)(O)	May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
	a) LEDs	C	3	0	(O)	May be inoperative provided alternate procedures are established and used.	
	b) Door Bell Mode	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
	2) Flight Deck Door LOCK FAIL Light	B	1	0	(M)	May be inoperative provided automatic lock controls are verified to operate normally.	

TRANSPORT CANADA
Master Minimum Equipment List
Addendum with SA 03-94 Installed

Aircraft:				Revision No. Original		Page:	
Canadair CL 600-2B19/-2C10/-2D15/-2D24				Date: Jul. 21, 2004		52-2 of 2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52	DOORS						
51-1	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (FAR 25.795 Compliant) (STC SA03-94) CL-600-2B19 only (cont'd)						
	3) Flight Deck Door AUTO UNLK Light	B	1	0	(M)	May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Chime operates normally.	
	4) Flight Deck Door Lock Selector Switch	B	1	0	(M)(O)	May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt.	
	5) Flight Deck Door Panel Pressure Relief Latch		1	1		Must be operative.	
51-2	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant) (STC SA03-94) CL-600-2B19 only	C	1	0		May be inoperative provided automatic lock controls operate normally.	

Activity	Sedentary (n=10)	Low active (n=10)	High active (n=10)
Sleeping	~35%	~25%	~20%
Resting	~25%	~20%	~15%
Sitting	~15%	~25%	~20%
Standing	~10%	~15%	~15%
Walking	~5%	~10%	~35%
Running	~0%	~5%	~15%



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TRANSPORT CANADA

MMEL ADDENDUM

TO

Canadair CL 600-2B19/-2C10/-2D15/-2D24

With STC SA07-44 Installed

MASTER MINIMUM EQUIPMENT LIST

Jim Martin

for

Chief, Flight Test
for Minister of Transport

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

February 09, 2012
Revision 02

Canada



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TRANSPORT CANADA
Master Minimum Equipment List
Addendum with STC SA07-44

Page: I
Revision 02
Feb. 09, 2012

Canadair CL 600-2B19/-2C10/-2D15/-2D24

List of Effective Pages

Title Page

List of Effective Pages	I	Revision 02	Feb. 09, 2012
Log of Revisions	II	Revision 02	Feb. 09, 2012
Reasons for Changes	III	Revision 02	Feb. 09, 2012
Introduction	IV	Revision 02	Feb. 09, 2012
Pages	21-1	Original	May 30, 2007
	23-1	Original	May 30, 2007
	25-1,2	Original	May 30, 2007
	26-1	Original	May 30, 2007
	30-1	Revision 01	May 04, 2009
	33-1	Revision 02	Feb. 09, 2012

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TRANSPORT CANADA
Master Minimum Equipment List
Addendum with STC SA07-44

Page: II
Revision 02
Feb. 09, 2012

Canadair CL 600-2B19/-2C10/-2D15/-2D24

Log of Revisions

Revision No.	Date	Page Number	Initials
Original	May 30, 2007	All	
Revision 01	May 04, 2009	I, II, III, IV, 30-1	
Revision 02	Feb. 09, 2012	I, II, III, IV, 33-1	

TRANSPORT CANADA
Master Minimum Equipment List
Addendum with STC SA07-44

Page: III
Revision 02
Feb. 09, 2012

Canadair CL 600-2B19/-2C10/-2D15/-2D24

Reasons for Changes

General	This Addendum adds relief for the Cascade CL-600-2B19 airplane in the Freighter configuration, approved under STC SA07-44.
33-13-01	New relief to address removed Cockpit Dome Light.

TRANSPORT CANADA
Master Minimum Equipment List
Addendum with STC SA07-44

Page: IV
Revision 02
Feb. 09, 2012

Canadair CL 600-2B19/-2C10/-2D15/-2D24

Introduction

This Transport Canada MMEL Addendum constitutes a mandatory change to the TCCA Approved MMEL for the CL-600-2B19 aircraft.

This MMEL Addendum must be used in conjunction with the TCCA Approved MMEL document CSP ABC-044 (Revision No. 20, dated Nov. 10, 2010, 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.

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