

*Civil Aviation Authority*

**SUPPLEMENT TO  
TRANSPORT CANADA APPROVED  
MASTER MINIMUM EQUIPMENT LIST  
FOR  
CANADAIR CHALLENGER  
CL600/601/601-3A/601-3R/604/605**

**REVISION 1d**

**22 February 2011**

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# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

Revision 1d  
22 February 2011

**CANADAIR CHALLENGER  
CL600/601/601-3A/601-3R/604/605**

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type.



**H A Fowler**

For and on behalf of the  
Civil Aviation Authority

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### REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	5 October 2005		
1	29 February 2008		
1a	14 May 2009		
1b	29 May 2009		
1c	15 April 2010		
1d	22 February 2011		

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### INTRODUCTION

#### Guidance in the use of this Supplement

1. This supplement identifies only the differences from the Transport Canada MMEL for the Canadair Challenger CL600/601/601-3A/601-3R/604/**605**, as well as giving CAA Policy on some items. The information presented in the Transport Canada MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviations given in this supplement supersede those given in the Transport Canada MMEL.
2. Item numbering in the supplement aligns with the Transport Canada MMEL, where applicable.
3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the Transport Canada MMEL, to any MEL generated by the use of this supplement.
4. This supplement is based upon **Revision 8 plus Temporary Revisions 16-1, 17 and 18** of the Transport Canada approved Canadair Challenger CL600/601/601-3A/601-3R/604/**605** MMEL. Additional MMEL alleviations given in later issues of the Transport Canada MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.
5. This supplement identifies those items which are required to be modified from that defined in the Transport Canada MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the Transport Canada MMEL, the Transport Canada MMEL is the acceptable entry.

NOTE 1 : Some items are complete replacement entries whilst others modify only parts/sections of entries - in this latter case only the amended part/section is stated in this supplement.

NOTE 2 : The text presented in bold format within this document indicates:

- a) additional or altered text introduced since the CAA Canadair Challenger MMEL Supplement, **Revision 0**, or
- b) highlighted parts of the CAA MMEL Supplement entry which differ from the Transport Canada MMEL entry.

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### **PREAMBLE**

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operator Certificates the MEL will be included in that Company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is dispatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Operating Requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that **ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DISPATCHED.** Likewise, items which are required by Operating Requirements or Additional Certification Requirements as appropriate, which are not listed, must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly, any Additional Certification Requirements or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operator's MEL must receive CAA approval which thereby conveys the permission to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

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### PREAMBLE (Cont.)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible inter-related or additive effects and, if necessary, following consultation with appropriate engineering specialists.
10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously, thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. With the introduction of Rectification Intervals, all items in the MMEL are subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.
11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the Canadair issued procedures for the Transport Canada MMEL have been taken as the minimum required.
13. CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and, where necessary, advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

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### DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.

3. "Rectification Interval" (Column 2) : Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

#### Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

#### Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26<sup>th</sup>, the three day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on the 29<sup>th</sup>.

#### Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26<sup>th</sup>, the 10 day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on February 5<sup>th</sup>.

#### Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

**Note: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.**

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### DEFINITIONS (Cont.)

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. "Placarding"

Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

NOTE: The practice of specifying which items must be placarded, by means of an asterisk (\*), has been discontinued.

9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

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### DEFINITIONS (Cont.)

10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "As required by Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (**EU-OPS**) in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document for suitable alleviations based upon the required equipment identified within **EU-OPS**, subparts K and L (published in the JAA Administrative and Guidance Material, Section Four, Operations, Part Three, TGL 26).
13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the Air. **The definition of VMC does not include 'VFR-on-top'.**
14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
16. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.



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### DEFINITIONS (Cont.)

17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engine inoperative cruise speed (in still air) from an adequate airport".

In the MEL, for an operator who has received approval to extend maximum diversion time from 120 minutes to 138 minutes, unless otherwise stated, "120 minutes" may be interpreted as "138 minutes".

18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the UK this is the Civil Aviation Authority.
20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.
21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.

When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc.) in the associated compartments is of a non-combustible nature.

If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

22. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.
23. "Extended Overwater Flight": Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article **256(1)(a)** of the ANO and it is at the point of dispatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight.

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### DEFINITIONS (Cont.)

25. “It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made”: These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

26. “The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made”: These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

27. Documents used for the preparation of this MMEL Supplement are:-
- (a) Transport Canada MMEL – Canadair Challenger CL 600/601/601-3A/601-3R/604/605, **Revision 8, dated 15 October 2007 plus Temporary Revisions 16-1, 17 and 18.**
  - (b) CAA MMEL Policy Items, as at **22 February 2011.**
  - (c) CAA MMEL **Supplement** - Canadair Challenger CL 600/601/601-3A/601-3R/604, **Original Issue, dated 5 October 2005.**

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### HIGHLIGHTS OF REVISION 1

**General** The CAA MMEL Supplement has been updated to reflect Revision 8 of the Transport Canada MMEL, which includes the introduction of the 605 variant. /604 and /605 added to each page of the main body of the MMEL (/604 was omitted in error at the original issue of this supplement).

**Introduction** Source documents amended.

**Definitions** Definition 13 – Reference made to ‘VFR-on-top’ as not being included in the definition of VMC.

Definition 24 – Air Navigation Order reference updated.

#### **24 Electrical Power**

32-1 Main Battery Sub-item (2) added for 605.

32-2 Main Battery Charger Added ‘605’ and rationalised remarks to refer to 24-32-1, as these are the same.

32-3 APU Battery ‘605’ added to item title.

32-4 APU Battery Charger ‘605’ added to item title.

#### **26 Fire Protection**

10-1 APU Fire Detection / Suppression System The TCCA MMEL at Revision 8 is acceptable.

10-3 Baggage Compartment Fire Detection / Suppression System Reference to Definition 20 corrected to Definition 21.

20-3 Baggage Compartment Smoke Detection System Reference to Definition 20 corrected to Definition 21.

#### **28 Fuel**

41-2 EICAS Aux & Total Fuel Tank Quantity Readouts ‘605’ added to item title.

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### **HIGHLIGHTS OF REVISION 1 (Cont.)**

41-3 EICAS Tail Tank & Total Fuel Quantity Readouts '605' added to item title.

#### **30 Ice and Rain Protection**

31-1 Probe Heaters '605' added to Stby Pitot Probe and Aux AOA Vane Heater. Sub-Items 3 and 5 swapped to align with TCCA MMEL.

#### **32 Landing Gear**

44-1 Anti-Skid System Channels '605' added to item title. Remark (g) revised to read as per Remark (f) in TCCA MMEL.

#### **74 Ignition**

30-1 IGNITION A/B 'ARM ON' Switch Lights '605' added to item title.

30-2 IGNITION CONT 'ON' Switch Light '605' added to item title.

### **HIGHLIGHTS OF REVISION 1a**

**General** The CAA MMEL Supplement has been updated to make reference to the use of Rectification Interval Extension. No technical changes.

**Definitions** Definition 3 – Note added re the use of Rectification Interval Extension.  
Definition 11 – References to JAR-OPS 1 changed to EU-OPS where applicable.

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### **HIGHLIGHTS OF REVISION 1b**

**General** The CAA MMEL Supplement has been updated to remove the proviso that no passengers are carried.

**56 Windows**

10-1 Windshield Face Ply Deleted proviso that no passengers are carried.

### **HIGHLIGHTS OF REVISION 1c**

**General** The CAA MMEL Supplement has been updated to add 'Lightning Detection System' with Rectification Interval 'D'.

**Definitions** Definition 24 – Air Navigation Order reference updated.

**34 Navigation**

40-3 Lightning Detection System Item added to this CAA supplement (with Rectification Interval 'D').

### **HIGHLIGHTS OF REVISION 1d**

**General** The CAA MMEL Supplement has been updated to include reference to Transport Canada MMEL Temporary Revisions.

**Introduction** Item 4 – Added Transport Canada Temporary Revisions 16-1, 17 and 18 to base document reference (Transport Canada MMEL Rev. 8).

**Definitions** Definition 3 – 'Note' revised in accordance with CAA policy.

Definition 27 – Amended to reflect the base documents used in the preparation of this CAA MMEL supplement.

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		DATE: 29 February 2008	S21-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<b>21</b>	<b>AIR CONDITIONING</b>			
51-1	Air Conditioning Units (ACUs) (600, 601, 601-3A, 601-3R)	C	2	1
		C	2	1
		C	2	0
				One may be inoperative provided: (a) Ram Air Vent Valve is operative, (b) <b>Aircraft is operated at or below FL400, and</b> (c) Aircraft is not operated more than 60 minutes from a suitable airport.
				One 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 <b>FL125</b> .
				(O) Both may be inoperative provided: (a) Ram Air Vent Valve is operative, and (b) Aircraft is operated unpressurised.
				<u>Note:</u> During ground operations at ambient temperatures above 45°C (113°F) operation of electrical/avionic equipment must be limited to 30 minutes unless at least one ACU is operating and cabin doors are closed as per AFM.

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		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<b>22</b>	<b>AUTOFLIGHT</b>			
10-1	Autopilot System			
	(1) (600, 601)	C	1	0
	(a) Roll axis channel		2	2
	(b) Pitch axis channel		2	2
				(M) Except when enroute operations or approach procedures require its use, may be inoperative provided:
				(a) Autopilot is secured, and
				(b) Mach Trim test is done once each flight day.
				<b>Must be operative.</b>
				<b>Must be operative.</b>

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<b>23</b>	<b>COMMUNICATIONS</b>			
11-1	Communication Systems			
	(1) VHF Systems	-	-	As required by Operating Requirements.
	(2) HF System	-	-	As required by Operating Requirements.
	(3) UHF System	-	-	May be inoperative.
				<u>Note 1:</u> Relief is not permitted for a system or component which is powered by an emergency bus or equivalent and is required to accomplish an emergency procedure.
				<u>Note 2:</u> VHF No. 1 must be operative.
21-3	Airborne Flight Information Systems (AFIS) (If installed)	C	-	0 May be inoperative.
31-1	Passenger Address System	-	-	- As required by Operating Requirements.
41-1	Interphone System			
	1) Flight Deck to Cabin / Cabin to Flight Deck	-	-	- As required by National Requirements.
	2) Flight Deck to Ground / Ground to Flight Deck	-	-	- As required by Operating Requirements.

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<b>23</b>	<b>COMMUNICATIONS (Cont.)</b>				
50-2	<b>Crew Member Alerting System (Crew Call Light / Chimes)</b>				
	(1) Flight <b>Crew</b> Call Light (Cockpit)	<b>C</b>	1	0	May be inoperative provided flight <b>crew</b> call chime is <b>operating normally</b> .
	(2) <b>Flight Attendant Call Light (Cabin)</b> (If installed)	<b>C</b>	-	0	<b>(O)</b> May be inoperative provided:  (a) <b>Passenger address system operates normally,</b>  (b) <b>Flight Attendants Call Chime (Cabin) operates normally,</b>  (c) Affected light is not used for Lavatory Smoke Detector Alerting, and  (d) <b>Alternate procedures are established and used.</b>
	(3) <b>Flight Attendant Call Chime (Cabin)</b> (If installed)	<b>C</b>	1	0	<b>(O)</b> May be inoperative provided:  (a) <b>Passenger address system operates normally,</b>  (b) <b>Flight Attendants Call Light (Cabin) operates normally,</b>  (c) Affected chime is not used for Lavatory Smoke Detector Alerting, and  (d) <b>Alternate procedures are established and used.</b>
51-1	Boom Microphones		-	-	<b>Refer to item 23-51-5.</b>
51-2	Hand-held Microphones (If installed)	<b>D</b>	-	0	<b>Any or all may be inoperative.</b>
51-5	Headsets	<b>D</b>	-	-	<b>Each flight crew member on flight deck duty must have an operable headset including a boom microphone. Any in excess of that number may be inoperative.</b>
71-1	Cockpit Voice Recorder (CVR)	-	-	-	<b>As required by Operating Requirements.</b>

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<b>24</b>	<b>ELECTRICAL POWER</b>				
30-2	Battery Charger Systems (600, 601) (If installed)	C	-	1	<p><b>(M) Additional Battery Charger System may be inoperative provided:</b></p> <p><b>(a) The associated battery is assumed to be inoperative,</b></p> <p><b>(b) The associated battery is isolated by disconnecting it, and</b></p> <p><b>(c) The Battery and Battery Charger System are secured.</b></p>
30-3	Battery Charger Systems (601-3A, 601-3R) (If installed)	C	-	1	<p><b>(M) Additional battery Charger System may be inoperative provided:</b></p> <p><b>(a) TRU ESS 1 and TRU ESS 2 are operative,</b></p> <p><b>(b) The associated Battery is isolated by disconnecting it, and</b></p> <p><b>(c) The Battery and Battery Charger Systems are secured.</b></p>
32-1	Main Battery  (1) 604	A	1	0	<p><b>(M) May be inoperative provided:</b></p> <p><b>(a) Flight is conducted in day VMC,</b></p> <p><b>(b) APU Battery is operative,</b></p> <p><b>(c) APU Battery Charger is operative,</b></p> <p><b>(d) Boarding lights are not used,</b></p> <p><b>(e) Service lights are not used,</b></p> <p><b>(f) APR is selected OFF,</b></p> <p><b>(g) Operations are conducted in accordance with AFM APR inoperative performance data, and</b></p> <p><b>(h) Repairs or replacements are carried out within one flight day.</b></p>

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<b>24</b>	<b>ELECTRICAL POWER (Cont.)</b>				
32-1	Main Battery (Cont.)  (2) 605	A	1	0	(M) May be inoperative provided:  (a) <b>Flight is conducted in day VMC,</b> (b) APU Battery is operative, (c) APU Battery Charger is operative, (d) Boarding lights are <b>not used,</b> (e) Service lights are <b>not used,</b> and (h) Repairs <b>or replacements are carried out</b> within one flight day.
32-2	Main Battery Charger (604, 605)	A	1	0	(M) May be inoperative provided Main Battery is considered inoperative. <b>(See 24-32-1)</b>
32-3	APU Battery (604, 605)	A	1	0	(M) May be inoperative provided:  (a) <b>Flight is conducted in day VMC,</b> (b) Main Battery is operative, (c) Main Battery Charger is operative, (d) Both IDGs are operative, (e) If either IDG has part numbers 720845, 720845A or 720845B and has not achieved an operational life in excess of 150 operating hours, APU is operated continuously throughout flight and APU generator is verified operative prior to flight,  (e) <b>Boarding lights are not used,</b> (f) <b>Service lights are not used,</b> (g) <b>APR is selected OFF,</b> (h) <b>Operations are conducted in accordance with AFM APR inoperative performance data, and</b>  (Cont.)

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<b>24</b>	<b>ELECTRICAL POWER (Cont.)</b>			
32-3	APU Battery (604, 605) (Cont.)			(j) Repairs <b>or replacements are carried out</b> within one flight day.  NOTE: 1. External DC power can be used to start APU if required.  2. External DC power may be required for refuelling.
32-4	APU Battery Charger (604, 605)	A	1	0 (M) May be inoperative provided: (a) <b>Flight is conducted in day VMC,</b> (b) APU Battery is considered inoperative after APU is started, (c) Main Battery is operative, (d) Main Battery Charger is operative, (e) Both IDGs are operative, (f) If either IDG has part numbers 720845, 720845A or 720845B and has not achieved an operational life in excess of 150 operating hours, APU is operated continuously throughout flight and APU generator is verified operative prior to flight, (g) <b>Boarding lights are not used,</b> (h) <b>Service lights are not used,</b> (j) <b>APR is selected OFF,</b> (k) <b>Operations are conducted in accordance with AFM APR inoperative performance data, and</b> (l) Repairs <b>or replacements are carried out</b> within one flight day.  NOTE: 1. External DC power can be used to start APU if required.  2. External DC power may be required for refuelling.

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<b>25</b>	<b>EQUIPMENT / FURNISHINGS</b>				
11-1	Pilot Seats	-	-	-	<b>As required by Operating Requirements.</b>
13-1	Flight Deck Crew Member Safety Belts (Includes Shoulder Harness)	-	-	-	<b>As required by Operating Requirements.</b>
60-2	Emergency Locator Transmitter (ELT) (If installed)	<b>A</b>	-	-	<b>May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.</b>
		<b>D</b>	-	-	<b>Any in excess of those required may be inoperative.</b>

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<b>25</b>	<b>EQUIPMENT / FURNISHINGS (Cont.)</b>				
60-3	Passenger Convenience Items	<b>D</b>	-	-	<p>Passenger convenience items, as expressed in <b>the operator's MEL</b>, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p><u>Note:</u></p> <ol style="list-style-type: none"> <li>Lavatory Door ashtrays (<b>internal and external</b>) are not considered convenience items.</li> <li>Audio or audio-visual equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</li> </ol>
60-6	<b>Torches</b>	-	-	-	<b>As required by Operating Requirements.</b>
	1) Holders	C	-	0	(O) May be inoperative or missing provided alternative stowage positions are provided.
60-9	<b>Emergency Medical Kits</b>	-	-	-	<b>As required by Operating Requirements.</b>

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				(5) Remarks or Exceptions	
<b>26</b>	<b>FIRE PROTECTION</b>				
10-1	APU Fire Detection / Suppression System				<b>The Transport Canada MMEL at Revision 8 is acceptable.</b>
10-2	<b>Lavatory Smoke Detection System (If installed)</b>	<b>C</b>	-	-	<b>(M) May be inoperative provided:</b>  <b>(a) Lavatory compartment is electrically isolated (including flush motors and other high voltage devices),</b> <b>(b) Lavatory waste bin is empty,</b> <b>(c) Lavatory door is locked and appropriately placarded, and</b> <b>(d) Lavatory is not used for any other purpose.</b>
		<b>B</b>	-	-	<b>(O) / (M) May be inoperative provided:</b>  <b>(a) Lavatory compartment fire extinguishers are fitted and checked to be operative on a daily basis, and</b> <b>(b) Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.</b>
10-3	Baggage Compartment Fire Detection / Suppression System (If installed)	C	-	0	<b>May be inoperative provided the baggage compartment remains empty or contains only non-combustible material.</b>  <b>Note: See DEFINITION 21.</b>
20-3	Baggage Compartment Smoke Detection System (If installed)	C	1	0	For Class B C or E Baggage compartments, the system may be inoperative provided the compartment remains empty <b>or contains only non-combustible material.</b>  <b>Note: See DEFINITION 21.</b>

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<b>27</b>	<b>FLIGHT CONTROLS</b>				
50-1	Flap Power Drive Unit (PDU) Motors	C	2	1	<p><b>(M) One may be inoperative provided:</b></p> <p><b>(a) An approved procedure is used to deactivate the associated motor,</b></p> <p><b>(b) Operations are conducted in accordance with AFM Supplement, and</b></p> <p><b>(c) Destination <u>and</u> alternate airfields are suitable for a flaps 0° landing.</b></p> <p><b>Note:</b> With one motor inoperative, the flaps will operate at half the normal rate.</p>

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<b>28 FUEL</b>				
41-1 Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R)				
(1) Main Fuel Tanks Left and Right	C	2	1	(M)(O) One may be inoperative provided:  (a) Alternate gravity refuelling procedures are established and used,  (b) Both main tanks are visually confirmed full,  (c) Total fuel carried includes 5% more than the required fuel load for the planned flight,  (d) Aux Fuel Tank Quantity Indicator is operative or the Aux Fuel Tank is empty,  (e) Fuel Flow Indicating Systems and associated engine instruments are operative,  (f) Gravity Crossflow SOV is verified operative,  (g) Crossfeed SOVs (if installed) remain closed,  (h) Lateral fuel balance is maintained during flight,  (i) Fuel Totaliser is considered inoperative, and  (j) An in-flight log of fuel in all tanks is maintained.

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<b>28</b>	<b>FUEL (Cont.)</b>				
41-1	Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont.)				
	(2) Aux Fuel Tank	C	1	0	(M) May be inoperative provided the Aux fuel tank remains empty.
		C	1	0	(O) May be inoperative provided: (a) Aux tank is completely filled, (b) Left and Right Main Fuel Tank Quantity Indicators are operative, (c) Fuel Flow Indicating Systems and associated engine instruments are operative, and (d) An in-flight log of fuel in all tanks is maintained,
		C	1	0	(M)(O) May be inoperative provided: (a) Aux Fuel tank is defuelled each refuelling, (b) Aux Fuel Tank is refuelled with a known quantity of fuel, (c) Required Aux Fuel Tank fuel is increased by 5%, (d) Left and Right Main Fuel Tank Quantity Indicators are operative, (e) Fuel Flow Indicating Systems and associated engine instruments are operative, (f) Aux Fuel Tank is verified to empty at the appropriate time, and (g) An in-flight log of fuel in all tanks is maintained.
	(3) Totaliser	C	1	0	May be inoperative.



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<b>28</b>	<b>FUEL (Cont.)</b>				
41-2	EICAS Aux and Total Fuel Tank Quantity Readouts (604, 605)	C	2	0	(M) Both may be inoperative provided the Aux and Tail tanks remain empty.
		C	2	0	<b>(O) Both may be inoperative provided:</b>  <b>(a) Aux and Tail tanks are completely filled,</b>  <b>(b) Left, Right and Tail EICAS fuel tank quantity readouts are operative,</b>  <b>(c) Fuel Used is operative.</b>  <b>(d) Tail tank transfer is in auto mode,</b>  <b>(e) Aux and Tail tanks are verified to empty at the appropriate rate, and</b>  <b>(f) An in-flight log of fuel in all tanks is maintained.</b>
		C	2	0	<b>(M)(O) Both may be inoperative provided:</b>  <b>(a) Aux and Tail tanks are defuelled at each refuelling,</b>  <b>(b) Aux and Tail tank are refuelled with a known quantity of fuel,</b>  <b>(c) Required Aux tank fuel is increased by 5%,</b>  <b>(d) Left, Right and Tail EICAS fuel tank quantity readouts are operative,</b>  <b>(e) Fuel Used is operative,</b>  <b>(f) Both Powered Crossfeed SOVs are operative,</b>  <b>(g) Tail tank transfer is in auto mode,</b>  <b>(h) Aux and tail tank are verified to empty at the appropriate rate, and</b>  <b>(i) An in-flight log of fuel in all tanks is maintained.</b>

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<b>28 FUEL (Cont.)</b>			
41-3 EICAS Tail Tank and Total Fuel Quantity Readouts (604, 605)	C	2	0
			(M) Both may be inoperative provided: (a) Tail tank remains empty, (b) Aux tank is fuelled as per AMM Chapter 12, and (c) <b>CG load for the fuel distribution of all fuel added is calculated to be aft of the forward Take-off Limit Line (ref. AFM).</b>  <b>Note:</b> If it is necessary to add fuel to the Aux tank, precaution should be taken to keep the aircraft CG in safe limits at all times.
	C	2	0
			(O) May be inoperative provided: (a) Aux and Tail tanks are completely filled, (b) Left, Right and Aux EICAS fuel readouts are operative, (c) Fuel Used is operative, (d) Tail Tank Transfer is in auto mode, (e) Tail tank is verified to empty at the appropriate rate, and (f) An in flight log of fuel in all tanks is maintained.  (Cont...)

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<b>28</b>	<b>FUEL (Cont.)</b>				
41-3	EICAS Tail Tank and Total Fuel Quantity Readouts (604, 605) (Cont.)	<b>C</b>	<b>2</b>	<b>0</b>	<p><b>(M)(O) Both may be inoperative provided:</b></p> <p><b>(a) Tail or Aux tanks are defuelled each refuelling,</b></p> <p><b>(b) Tail and Aux tanks are refuelled with a known quantity of fuel,</b></p> <p><b>(c) Required Aux and Tail tank fuel is increased by 5%,</b></p> <p><b>(d) Left, Right and Aux EICAS fuel tank quantity readouts are operative,</b></p> <p><b>(e) Fuel Used is operative,</b></p> <p><b>(f) Both Powered Crossfeed SOVs are operative,</b></p> <p><b>(g) Tail tank transfer is in auto mode,</b></p> <p><b>(h) Tail tank is verified to empty at the appropriate rate, and</b></p> <p><b>(i) An in-flight log of fuel in all tanks is maintained.</b></p>
41-4	Fuel Computer Channels (604)	<b>B</b>	<b>2</b>	<b>1</b>	<p><b>One may be inoperative provided:</b></p> <p><b>(a) Both Powered Crossfeed SOVs are operative,</b></p> <p><b>(b) Both fuel flow readouts are operative, and</b></p> <p><b>(c) Fuel Used is operative.</b></p>

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<b>30</b>	<b>ICE AND RAIN PROTECTION</b>			
31-1	Probe Heaters			
	(1) Pitot Probes	-	-	- As required by Operating Requirements.
	(2) Static Probes	-	-	- As required by Operating Requirements.
	(3) Standby Pitot Probe (604, 605)	B	1	0 Except for RVSM Operations, may be inoperative for day VMC.
	(4) TAT Probe	B	1	0 May be inoperative for day VMC.
	(5) Angle of Attack Vanes	-	-	- As required by Operating Requirements.
	(6) AUX Angle of Attack Vane Heater (604, 605)	B	1	0 May be inoperative for day VMC.

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<b>31</b>	<b>INDICATING/RECORDING SYSTEMS</b>				
31-1	Flight Data Recorder (FDR)	-	-	-	<b>As required by Operating Requirements.</b>

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<b>32</b>	<b>LANDING GEAR</b>				
44-1	Anti-Skid System Channels (604, 605)	B	2	1	<p>(M) Either the inboard or the outboard channel may be inoperative provided:</p> <ul style="list-style-type: none"> <li>(a) Inoperative channel is deactivated,</li> <li>(b) Anti-skid is selected ON for take-off and landing,</li> <li>(c) Nosewheel steering is operative,</li> <li>(d) Ground spoilers are operative,</li> <li>(e) Both thrust reversers are operative,</li> <li><b>(f) Brake pressure indications are operative, and</b></li> <li>(g) Operations are conducted in accordance with AFM Supplement 8, Operations with Airplane Systems Inoperative.</li> </ul>

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<b>33</b>	<b>LIGHTS</b>					
13-1	Flight Deck and Instrument Panel Lighting Systems (Excluding EFIS)	-	-	-	-	As required by Operating Requirements.
20-1	Cabin Interior Lighting	-	-	-	-	As required by Operating Requirements.
23-1	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN") Signs	-	-	-	-	As required by Operating Requirements.
40-2	High Intensity or Strobe Light System	C	-	0	0	All may be inoperative.
40-3	Anti-Collision Beacon Light System	C	-	1	1	(O) Any in excess of one may be inoperative provided:  (a) A high intensity strobe light system is installed and is operative, and  (b) The light(s) is (are) repaired at the earliest practicable opportunity.
		C	-	0	0	(O) All may be inoperative for daylight operations provided the light(s) is (are) repaired at the earliest practicable opportunity.  <b>Note:</b> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
40-4	Landing Lights	-	-	-	-	As required by Operating Requirements.
43-1	Wing Inspection Lights	-	-	-	-	As required by Operating Requirements.
50-1	Exterior Emergency Lights	-	-	-	-	As required by Operating Requirements.
50-2	Floor Proximity Emergency Escape Path Marking System (If installed)	-	-	-	-	As required by Operating Requirements.

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(1) System & Sequence Numbers Item		(2) Rectification Interval			(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
<b>34</b>	<b>NAVIGATION</b>						
10-1	Metric Altimeter (If installed)	D	-	0		<p><b>May be inoperative provided:</b></p> <p><b>(a) Alternative procedures are established and used.</b></p> <p><b>OR</b></p> <p><b>(b) Procedures do not require its use.</b></p>	
21-1	Instrument Comparator Monitor (600, 601)	B	1	0		<b>May be inoperative for day VMC provided the Standby Attitude Indicator operates normally.</b>	
22-2	Turn and Slip Indicators (600, 601)	C	2	1		<b>Either Indicator may be inoperative.</b>	
		B	2	0		<b>May be inoperative provided one slip indicator and three independent attitude indicators are operative.</b>	
23-1	Vertical Navigation System (VNAV) (600, 601)	C	1	0		<p><b>May be inoperative provided procedures do not require its use.</b></p> <p><b>Note: Required for RVSM.</b></p>	
27-1	<b>Standby Magnetic Compass</b>	B	1	0		<b>May be inoperative provided at least two independent stabilised compass systems are installed and operative.</b>	
28-1	Standby Attitude Indicator	-	-	-		<b>As required by Operating Requirements.</b>	
40-3	Lightning Detection System (LDS) (If installed)	D	-	0			
41-1	Weather Radar System	-	-	-		<b>As required by Operating Requirements.</b>	
42-2	Ground Proximity Warning System (If installed)	-	-	-		<b>As required by Operating Requirements.</b>	
43-1	Airborne Collision Avoidance System (ACAS) (If installed)	-	-	-		<b>As required by Operating Requirements.</b>	
50-1	Long Range Navigation Systems (INS, IRS, OMEGA, LORAN, GPS, VLF, etc) (If installed)	-	-	-		<b>As required by Operating Requirements.</b>	
51-2	Marker Beacon Systems	-	-	-		<b>As required by Operating Requirements.</b>	
52-1	Automatic Direction Finding (ADF) Systems	-	-	-		<b>As required by Operating Requirements.</b>	

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(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
<b>34</b>	<b>NAVIGATION (Cont.)</b>				
53-1	Distance Measuring Equipment (DME) Systems	-	-	-	<b>As required by Operating Requirements.</b>
54-1	Air Traffic Control (ATC) Transponders	-	-	-	<b>As required by Operating Requirements.</b>
					<u>Note:</u> Transponder and Flight Director / Autopilot must use same ADC data for RVSM Operations.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
<b>35</b>	<b>OXYGEN</b>				
20-1	Passenger Oxygen System	-	-	-	<b>As required by Operating Requirements.</b>
20-3	Passenger Service Units (PSUs)				
	(2) Individual PSUs	<b>B</b>	-	0	(M) (O) May be inoperative with no flight altitude restriction provided:  (a) Affected seats are blocked are placarded to prevent occupancy, and  (b) No more than two consecutive banks of seats and their adjacent banks of seats have inoperative PSU, and  (c) Units operate normally for all usable lavatory and flight attendant locations.
30-1	Portable Oxygen Dispensing Units Bottles with Demand Flow Masks	-	-	-	<b>As required by Operating Requirements.</b>

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		DATE: 29 May 2009	S56-1		
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
<b>56</b>	<b>WINDOWS</b>				
10-1	Windshield Face Ply	A	2	1	<p>(M) (O) The face-ply of one windshield may be cracked provided:</p> <ul style="list-style-type: none"> <li>(a) Vision is not impaired through remaining windows</li> <li>(b) <b>Cracks are sealed with an approved adhesive tape,</b></li> <li>(c) Tape and face ply are checked for integrity prior to each flight,</li> <li>(d) Pilot's (left) side window heater and at least one additional windshield or side window heater are operative,</li> <li>(e) <b>Both IDGs are operative,</b></li> <li>(f) Flight into known or forecast icing conditions, precipitation, or other conditions which could cause fogging or misting is avoided,</li> <li>(g) View through the affected windshield is acceptable to the pilots,</li> <li>(h) Airspeed is limited to 280 KIAS or less below 10,000 ft MSL, and</li> <li>(j) <b>Repairs are made within one flight day.</b></li> </ul>

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		DATE: 29 February 2008	S74-1		
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
<b>74</b>	<b>IGNITION</b>				
30-1	IGNITION A/B 'ARM/ON' Switch Lights (Light function only) (604, 605)	C	2	0	<b>May be inoperative provided the EICAS "IGNITION A" and "IGNITION B" advisory messages are operative.</b>
30-2	IGNITION CONT 'ON' Switch Light (Light function only) (604, 605)	C	1	0	<b>May be inoperative provided the EICAS "IGNITION A/B" advisory message is operative.</b>

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