

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST (SUPPLEMENT)

BOMBARDIER
Global Express BD-700-1A10
&
Global 5000 BD-700-1A11

This Supplement is based on the TCCA approved
Bombardier BD-700-1A10 / BD-700-1A11 MMEL at Revision 5.

First Issued: July 03 / 01
Rev 5 April 19 / 10

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(SUPPLEMENT)

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BOMBARDIER

Global Express BD-700-1A10

&

Global 5000 BD-700-1A11

MANUAL APPROVAL

This Master Minimum Equipment List (MMEL) Supplement is issued by the EUROPEAN AVIATION SAFETY AGENCY at the below revision and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment List (MEL's) for aircraft of the above listed Types, as certified and operated under the jurisdiction of EASA member States National Authorities

This EASA MMEL Supplement must only be used in conjunction with the TCCA approved Bombardier BD-700-1A10 / BD-700-1A11 MMEL at Revision 5, dated February 20, 2009, and TC Temporary Revision 5, dated August 21, 2009.

Signed by:



Mr. Colin Hancock,
EASA MMEL Section Manager



Date:

April 19 / 2010

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Revision 5

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RECORD OF REVISIONS

Retain this index in the front of the manual. When Revisions are received and inserted, enter the relevant information in the columns below.

Revision#	Pages Affected	By
Original	All	
Rev 1	I, III, V	
Rev 2	I, III, V, VI, 23-1, 23 -2, 25-1, 25-2, 31-1, 31-2, 33-1, 33-2, 34-1, 34-2, 35-1, 35-2	
Rev 3	Technical changes: Title Page, TOC-1, Manual Approval Page, Rev-1, User Comments, LEP-1, LEP-2, HOC-1, Pre-2, Pre-3, Section 1: 22-1, 30-1, 30-2, 31-2, Section 2: INT-1, INT-2, TOC-1, 2-1, 2-2, 2-3,	
Rev 4	Technical changes: Title Page, TOC-1 Manual Approval Page REV-1 User Comments, LEP-1, LEP-2, LEP 3 HOC-1 DEF-1 GDC-1 Section 1: 34-1, 34-2 Section 2: TOC 2-1 2-3, 2-4, 2-5	

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<i>Rev 5</i>	Technical changes: Title Page TOC-1 Manual Approval Page REV-2 TpRv-1 User Comments Page LEP-1, LEP-2, LEP 3 HOC-1, HOC-2 GDC-1 PRE 1, PRE-2, PRE-3 Section 1: 21-1 22-1 25-2, 25-3, 25-4 28-1, 28-2 30-1, 30-4 31-2 32-1, 32-2 33-2, 33-3 34-1, 34-2, 34-3, 34-4 46-1,46-2 Section 2: INT-1, INT-2 TOC 2-1 2-1, 2-2, 2-3, 2-4, 2-5, 2-6	

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TR#	Pages Affected	By
<i>1</i>	<i>PRE-1, PRE-2, PRE-3,</i>	<i>Incorp'd into Rev 5</i>

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April 2010

Bombardier

BD-700-1A10 / BD-7600-1A11
GLOBAL EXPRESS / GLOBAL 5000

MMEL USER COMMENTS

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

FAX to: (514 855-7634)
Bombardier Aerospace
Customer Support Engineering

OR

Email to: sergey.zagumenny@aero.bombardier.com
(Canada) 514-855-8481

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;
<input type="checkbox"/> We will issue Temporary Revision No. _____
<input type="checkbox"/> We will include in Revision ____ scheduled for:
Comment:
Date:

Bombardier Aerospace
400 Cote-Vertu Road West
Dorval, Quebec H4S 1Y9
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Attention: Sergey Zagumenny
MMEL CUSTOMER COORDINATOR
Customer Support Engineering

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	Manual Approval Page		Rev 5	April 19 / 10
	Record of Revisions	REV-1	Rev 4	August 17 / 07
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	Record of Temporary Revisions	TpRv-1	Rev 5	April 19 / 10
		TpRv-2	Rev 2	December 08/04
	User Comments		Rev 5	April 2010
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		22-2	<i>Rev 3</i>	<i>November 15 / 06</i>
23		23-1	<i>Rev 2</i>	<i>December 08/04</i>
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		23-3	<i>Rev 2</i>	<i>December 08/04</i>
		23-4	<i>Rev 2</i>	<i>December 08/04</i>
25		25-1	<i>Rev 2</i>	<i>December 08/04</i>
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		25-4	<i>Rev 5</i>	<i>April 19 / 10</i>
28		28-1	<i>Rev 5</i>	<i>April 19 / 10</i>
		28-2	<i>Rev 5</i>	<i>April 19 / 10</i>
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		30-3	<i>Rev 3</i>	<i>November 15 / 06</i>
		30-4	<i>Rev 5</i>	<i>April 19 / 10</i>
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		31-2	<i>Rev 5</i>	<i>April 19 / 10</i>
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35		35-1	Rev 2	December 08/04
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HIGHLIGHTS OF CHANGE

Revision 5 updates this Supplement, bringing it into line with Rev 5 of the TCCA MMEL for the Global Express.

- Forward matter pages

Page:

Cover Page	Updated for EASA
Manual Approval Page	Updated for EASA
Definitions	Updated for EASA
PRE-1-3 Preamble	JAA Temp Rev 1 incorporated.

- Section 1

Page:

21-1 <u>Outflow Valves</u>	New item added.
22-1 <u>Autopilot System</u>	New item added.
25-2 <u>Passenger Convenience / NEF Items</u>	New item added.
25-3 <u>Exterior Lavatory Entry Door or Entry Area Ashtrays</u>	A interval assigned
28-1 <u>Aft Tank Transfer System</u>	New item added.
30-1 <u>Probe Heaters</u>	Sub-item 3) Base Heaters – provisos removed. Incorporated into sub-item 1) Pitot-Static Heaters
31-2 <u>Pilot Event Marker</u>	New item added.
32-1 <u>Landing Gear Retraction System</u>	New item added.
33-2 <u>Anti-Collision Light Systems</u>	In accordance with Policy
34-1 <u>SSR Transponder</u>	In accordance with Policy
46-1 <u>Electronic Flight Bag (EFB) Systems</u>	In accordance with Policy

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HIGHLIGHTS OF CHANGE (cont'd)

- Section 2

Page:

INT-1	INTRODUCTION	Amended to align with TC
INT-2	INTRODUCTION	Amended to align with TC
2-1	AP 1 FAIL	New item added
2-1	AP 2 FAIL	New item added
2-2	AP PITCH TRIM FAIL	New item added
2-2	APU DOOR FAIL	New item added
2-2	APU FUEL SOV	New item added
2-2	AUTO PRESS FAIL	Item removed
2-2	AUTO PRESS FAULT	Item removed
2-3	FDR ACCEL FAIL	New item added
2-3	GEN 1 (2) (3) (4) FAIL	Item removed
2-4	GEAR SYS FAIL	New item added
2-5	OUTFLOW VLV 1	New item added
2-5	OUTFLOW VLV 2	New item added
2-5	OXYGEN LO QTY	New item added
2-5	PITOT 2 HT FAIL	Item removed
	PITOT 3 HT FAIL	Item removed

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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".

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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 their National Aviation Authority (NAA).

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 their National Aviation Authority (NAA).

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 only 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. **"(M#)"** symbol indicates a requirement for maintenance personnel to accomplish an **"(M)"** procedure.
4. **"(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

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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 Global Express Operations and Maintenance Procedures. If a procedure is not covered in the Global Express Operations and Maintenance Procedures, 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) procedures themselves or symbols indicating their need and reference to their location are required in the operators' MEL (JAR-MMEL/MEL .075(d)).

5. **Alphabetical symbol** indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
6. **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.
7. **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 EASA. 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 EASA. The approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.
3. **"As required by Regulations"** The associated item must comply with JAR-OPS 1, EU-OPS or any other legislation in force during the flight. Operators should refer to JAR-OPS I MEL Policy Document (Temporary Guidance Leaflet number 26) for suitable alleviations and rectification intervals based upon the required equipment identified within JAR-OPS 1 or EU-OPS, subparts K and L.
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.

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5. **“Commencement of flight”** The point when an aircraft begins to move under its own power for the purpose of preparing for take off.
6. **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.
7. "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.
8. **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.
9. **“ER Operations”** As described in this MMEL and specifically in relation to the types covered herein, are those flights conducted in accordance with JAR-OPS 1.245 (or EU-OPS as amended) over a route that contains a point further than 120 minutes at the approved one engine inoperative cruise speed from an adequate aerodrome.
10. **"Excess Items"** means those items that have been installed but are redundant to the requirements.
11. **"Extended Overwater Operations"** Refer to JAR-OPS 1 or EU-OPS Subpart K for definition.
12. **"Flight"** For the purpose of a MMEL, a flight is the period of time between the moment when an aircraft begins to move by its own means, for the purpose of preparing for take off, until the moment the aircraft comes to a complete stop on its parking area, after the subsequent landing (and not subsequent take off).
13. **"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.
14. **“Icing Conditions”** refer to the Aircraft Flight Manual of the corresponding aircraft Type for the definition of the icing conditions.
15. **"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).
16. **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).

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17. **“It is not reasonably practicable to repair or replace”** The associated relief is intended to cover situations whereby there is lack of a replacement part(s), inadequate engineering resources, or manpower to enable the defect to be rectified.

18. **“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.

19. **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.

20. **“Visual Flight Rules” (VFR)** is as defined in JAR-OPS or EU-OPS 1.465. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

21. **“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.

22. **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.

23. **“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 original 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.

24. **“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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GUIDANCE FOR USE OF THIS DOCUMENT

1. This Supplement defines the standard of MMEL approved for the above aircraft type by the members of the *European Aviation Safety Agency (EASA)* by identifying the differences from the TCCA MMEL at the revision defined at the manual approval page.
2. The information presented in the TCCA MMEL is acceptable to *EASA* except where superseded by an item in this supplement. Items in this supplement will use the same reference number as the corresponding item in the TCCA MMEL.
3. Unless otherwise stated within this Supplement, the Definitions and Preamble contained in the TCCA MMEL are applicable. However, *EASA* equivalents must be assumed in reading and applying both.
4. The Preamble and Definitions of the TCCA MMEL, adjusted by use of *EASA* equivalents, should be applied to any MEL generated by use of this Supplement in conjunction with the TCCA MMEL.
5. The text presented in bold format within this document highlights parts of the *EASA* MMEL Supplement which differ from the TCCA MMEL.
6. This Supplement is based on the TCCA approved Bombardier BD-700-1A10 / BD-700-1A11 MMEL at *Revision 5, dated February 20, 2009, and TC Temporary Revision 5, dated August 21, 2009*. Additional MMEL alleviation, provided by later revision(s) of the TCCA MMEL must not be used until this *EASA* Supplement has been updated to confirm the later TCCA MMEL revisions as the base document.

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PREAMBLE

The following is applicable for operators under JAA or European operating regulations (JAR-OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the Regulations also permit the use 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 equipment can provide an acceptable level of safety.

The EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the EASA finds may be inoperative and yet maintain an acceptable 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. 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 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 Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements 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 rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. *Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. As such, and under allowance of those provisions, operators may develop and submit for approval, MEL procedures to permit one-time extensions to rectification intervals, for inoperative items designated with B, C, or D rectification intervals.*

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PREAMBLE (cont'd)

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 as prescribed by *the applicable regulations*. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by *the applicable regulations*. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

A new section has been authorized in the Transport Canada MMEL and accepted in this EASA Supplement, as an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and subsequent reference to the dispatch LRU/Component MMEL relief. Standard references to MMEL dispatch relief are in Section 1. Following the standard MMEL herein, Section 2 has been developed with the objective of minimizing the requirement for maintenance personnel to be available, largely allowing flight crews to dispatch from the displayed CAS (Crew Alerting System) message, without specifically identifying failed LRUs or components.

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As Section 2 is intended as an alternative dispatch relief methodology, the LRU/Component (Section 1) relief will be retained in order to provide maximum flexibility for relief. Flight crews / operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either may provide.

It will be recognized in many cases that when comparing dispatch relief provisos for posted CAS messages in Section 2, to those of the related LRU / Component dispatch relief in Section 1, the provisos associated with dispatching the CAS message will generally be more restrictive in content and relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message - commensurately, dispatch must be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

SECTION 1

LRU / COMPONENT MMEL RELIEF

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				3. Number Required For Dispatch Nombre d'articles a expédier	
				4. Remarks or Exceptions Remarques ou exceptions	
21	AIR CONDITIONING –				
30-02	Outflow Valves	C	2	0	(O)(M) Except for ER operations, one or both may be inoperative OPEN provided: <ul style="list-style-type: none"> a) Affected outflow valve is verified open, b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL, and c) In accordance with AFM Buoyancy Limitations, aircraft above maximum landing weight are prohibited from take-offs and landings on runways near bodies of water and extended over-water operations.

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22 – <u>AUTOFLIGHT</u>				
10-01	Autopilot System	C 2	1	Except for ER operations, one may be inoperative provided procedures are not dependent on its use.
		B 2	0	Both may be inoperative provided: a) Procedures are not dependent on its use, and b) Intended flights do not exceed two hours.
11-01	A/P Quick DISC Buttons (Control Wheel)			
	1) Autopilot Disconnect Function	C 2	1	One may be inoperative failed CLOSED provided: a) Autopilot is not used at less than 1500 feet AGL, and b) Pilot flying has the operative A/P Quick Disc button.
	2) Pitch Trim Disconnect Function	C 2	1	One may be inoperative failed CLOSED provided the pilot flying has the operative A/P Quick Disc button.

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23 – <u>COMMUNICATIONS</u>				
40-03	Crewmember Interphone System			
	1) Flight Compartment / Cabin, Cabin/Flight Compartment	B	- - (0)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight deck door keypad (where installed) is verified to operate normally, b) Flight deck door automatic locking system (where installed) is verified to operate normally, c) Alternate procedures are established and used, for communications with the flight deck, and d) The PA System operates normally. <p><u>Note:</u> Any station that is operative may be used.</p>
	2) Cabin / Cabin	C	- 0 (0)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Alternate normal and emergency procedures are established and used, b) The PA System operates normally.
	(cont'd)			

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23 – <u>COMMUNICATIONS</u>				
	Crewmember Interphone System (cont'd)			
	3) Crew Rest Facility	C -	- (O)	May be inoperative provided: a) The passenger address system is operative, b) Alternate procedures are established and used, and c) The Pilot-In-Command is advised that all crew have been briefed.
		D -	- (O)(M)	May be inoperative provided: a) Associated Crew Rest Facility – Bunk is not occupied, and b) Associated Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE.
51-02	Boom Microphones	D -	-	One headset (including boom microphone) must be operative for each required crewmember on flight deck duty. Any in excess of those required may be inoperative.

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23 – COMMUNICATIONS				
71-01 Cockpit Voice Recorder (CVR)	A	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) The aeroplane does not exceed 8 further consecutive flights with the cockpit voice recorder unserviceable, b) Not more than 72 hours have elapsed since the cockpit voice recorder was found to be unserviceable, and c) Any flight data recorder required to be carried is operative.

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25 – <u>EQUIPMENT / FURNISHINGS</u>						
10-01	Pilot Seat Adjustments	B	2	0	(M)	Vertical and fore/aft adjustments may be inoperative provided the seat is secured in a position, which meets individual pilot requirements and emergency egress is not compromised.
11-01	Observer's / Supernumerary Seat (Including associated equipment)	D	-	-		One or more may be inoperative provided the seat is not required and is correctly stowed.
61-02	Emergency Locator Transmitter (ELT)	A	-	0		May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.
	1) Quantity in excess of requirements	D	-	-		
61-03	First Aid Kits	A	-	-		If more than one is required, only one of the required first aid kits may be incomplete for a maximum of two calendar days.
		D	-	-	(O)	Any in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established to alert crew members of missing or incomplete kits.

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25 – <u>EQUIPMENT / FURNISHINGS</u>				
70-01 Passenger Convenience / NEF Items				
*** 1) Passenger Convenience Items D	-	0		<p>Note: NEF not applicable to EASA member state registered aircraft.</p> <p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>NOTE:</p> <ol style="list-style-type: none"> 1. Lavatory door ashtrays are not considered convenience items. 2. Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded INOPERATIVE -DO NOT USE. 3. Movie equipment individual screens, if applicable, must be capable of being stowed. 4. Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations, is not considered a passenger convenience item.

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25 – <u>EQUIPMENT / FURNISHINGS</u>				
70-04 Exterior Lavatory Entry Door or Entry Area Ashtrays	A	-	-	
1) Airplanes with more than one lavatory door or entry area ashtray	A	-	-	One may be missing on the entire aircraft for ten consecutive calendar days.
2) Airplanes with only one lavatory door or entry area ashtray	A	1	0	May be missing for three consecutive calendar days.

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28 – <u>FUEL</u>								
22-05	Aft Tank Transfer System (GX)	C	1	0	(M)	May be inoperative provided: a) Aft tank SOVs are verified in the CLOSED position, and b) AFT fuel tank is empty.		
		C	1	0	(M)	OR May be inoperative provided: a) Aft tank SOVs are verified in the CLOSED position, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.		

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30 - ICE & RAIN PROTECTION				
30-01	Probe Heaters			
	1) Pitot/Static Probes	B	4	3 (M) Except where enroute operations require its use, including RVSM, one may be inoperative provided: a) ADC 1 and Standby system probes heating is operative, b) Associated ADC is deselected via the reversion switching system, c) TAT probes of the unaffected ADCs are operative, d) Operations are not conducted in visible moisture in any form, e) Operations are not conducted in known or forecast icing conditions, f) Both ice detection systems are operative, and g) Operations are conducted in day VMC conditions only.
	2) TAT probe	B	3	2 (M) Except where en route operations, including RVSM, require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture where TAT is 10 deg C or lower, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection systems are operative, and d) Operations are conducted in day VMC conditions only.
	(deleted)			(deleted)

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30 - ICE & RAIN PROTECTION					
40-02 ***	Enhanced Vision System - Ice Protection				
	1) EVS Fairing & IR Window heat DE-ICE / ANTI- ICE Function	C	2	0	One or both may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Ice detection system is operative. NOTE With IR Window heat inoperative, the EVS image may degrade in high humidity conditions, to the point of disappearance, as IR Window misting increases.
		D	2	0 (M)	One or both may be inoperative provided the IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate.
	2) IR Window - DE-MIST Function	C	1	0	May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.
		C	1	0	OR May be inoperative provided EVS IR Window heat is considered inoperative.

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30 - ICE & RAIN PROTECTION				
(cont'd)				
3) EVS Fairing Temperature Sensors	D	2	1	One may be inoperative.
	C	2	0	Both may be inoperative provided EVS fairing heat is considered inoperative.
4) IR Window Temperature Sensors	D	2	1	One may be inoperative.
	C	2	0	Both may be inoperative provided EVS IR Window heat is considered inoperative.

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