

Civil Aviation Authority

**SUPPLEMENT TO
CESSNA / FAA APPROVED
MASTER MINIMUM EQUIPMENT LIST
FOR
CESSNA CITATION CE-650**

REVISION 2a

17 October 2007

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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	1 December 2000		
Revision 1	23 August 2002		
Revision 1a	12 March 2004		
Revision 2	29 August 2007		
Revision 2a	17 October 2007		

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INTRODUCTION

Guidance for the use of this Supplement

1. This supplement identifies only the differences from the FAA MMEL for the Cessna Citation CE-650, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement.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 FAA MMEL.
2. Item numbering in the supplement aligns with the FAA 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 FAA MMEL, to any MEL generated by the use of this supplement.
4. This Supplement is based upon Revision **7** (dated **27 September 2007**) of the FAA approved Cessna Citation CE-650 MMEL. Additional MMEL alleviations given in later issues of the FAA 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 FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA 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 CE-650 MMEL Supplement, **Revision 2, dated 29 August 2007**, or
- b) highlighted parts of the CAA MMEL Supplement entry which differ from the FAA 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/s (MELs). In the case of holders of Air Operators' 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 Air Navigation Legislation 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.** This also applies to items required by Air Navigation Legislation. 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, required by the UK Air Navigation Order, 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.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

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PREAMBLE (Cont.)

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. All items in the MMEL are subject to a limitation of either 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 Cessna MMEL Operational and Maintenance Procedures Guide has been taken as the minimum required.
13. The 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 specified 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, when 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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NOTES AND 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.

"(If Installed)": Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE 1: Items annotated in UPPER CASE letters indicate 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 interval 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 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

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 26th, the 10 day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

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

Note: The operator may permit, with Authority agreement, a one-off extension of the applicable rectification interval B, C or D for the same duration as that specified in the MMEL, in accordance with JAR MMEL/MEL.

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.

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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. 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.

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).

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.

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NOTES AND DEFINITIONS (Cont.)

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 Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (JAR-OPS 1) in force during the flight.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

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": For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

17. "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.

18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

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NOTES AND DEFINITIONS (Cont.)

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.

20. "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.

21. "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 repair 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.

22. "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.

23. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

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 155(2)(a) of the ANO. The MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

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25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.

26. Aircraft model designations and equipment configurations applicable to this Master Minimum Equipment List (MMEL):

<u>CERTIFICATED MODEL</u>	<u>COMMON REFERENCE</u>	<u>MMEL DESIGNATION</u>
Cessna Model 650 Citation III	Citation III	Citation III
Cessna Model 650 Citation VI	Citation VI	Citation VI

Each listed item of equipment in this MMEL is applicable to all of the above models unless the models are specified.

27. Base documents used in the preparation of this MMEL are:

- (a) FAA MMEL for Cessna Citation CE-650, Revision 7, dated **27 September 2007**.
- (b) CAA Policy, as at **17 October 2007**.

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HIGHLIGHTS OF REVISION 2

General This CAA Supplement has been updated to reflect Revision 6 of the FAA CE-650 MMEL.

Introduction Source documents amended.

Definitions Item 13, note added excluding “VFR-on-top” from the definition of VMC. Item 24, Air Navigation Order reference updated. Item 27, source documents amended.

21 Air Conditioning

21-24 Cabin Door Secondary Seal Additional proviso of 10,000ft max altitude, in line with FAA MMEL.

22 Auto Flight

22-1 Autopilot Revised to align with JAA Policy, TGL26.

22-6 Autopilot Disconnect The FAA MMEL at Revision 6 is acceptable.

23 Communications

23-1 Communications Systems The FAA MMEL at Revision 6 is acceptable.

23-2 Passenger Address System Revised to read “As required by Operating Requirements.”

23-13 HF Communication System The FAA MMEL at Revision 6 is acceptable.

23-15 Emergency Locator Transmitter Item moved from 25-4 and revised to identify Fixed and Survival type ELTs, to align with JAA Policy, TGL26.

25 Equipment and Furnishings

25-2 Passenger Seats New supplement entry for sub-item 3, Armrests, to align with JAA Policy, TGL26.

25-4 Emergency Locator Transmitter Item moved to 23-15.

25-6 Emergency Medical Equipment Title changed from “First Aid Kits” and item revised to align with JAA Policy, TGL26.

25-8 Emergency Vision Assurance System (EVAS) Item deleted. (FAA entry accepted at FAA Rev 5.)

25-9 Observer Seat New supplement entry to align with JAA Policy, TGL26.

S25-1 Portable Protective Breathing Equipment (PBE) Item re-numbered from 25-9 due to new FAA MMEL item numbers, and amended in line with CAA Policy.

26 Fire Protection

26-1 Lavatory Smoke Detection Systems Revised to align with CAA Policy.

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HIGHLIGHTS OF REVISION 2 (Cont.)

26-3	Portable Fire Extinguishers	Item deleted. (FAA entry accepted at FAA Rev 5.)
28	Fuel	
28-1	Wing Tank Fuel Quantity Indicating System	“OR” removed between first and second MMEL reliefs, in line with FAA MMEL and to be consistent with convention used throughout.
31	Indicating/Recording Systems	
31-1	Clock	Revised to read “As required by Operating Requirements.”
33	Lights	
33-3	Wing Illumination Lights	Title revised from “Wing Inspection Lights”. Item revised to read “As required by Operating Requirements.”
33-5	Flight Deck Lighting	Title revised from “Cockpit and Instrument Lighting Systems”. Item revised to read “As required by Operating Requirements.”
33-10	Windshield Ice Detection Lights	New supplement entry to align with JAA Policy, TGL26.
34	Navigation	
34-1	RMI	Revised to read “As required by Operating Requirements.”
34-2	DME	Revised to read “As required by Operating Requirements.”
34-4	ADF	Revised to read “As required by Operating Requirements.”
34-5	Marker Beacon Receiver	Revised to read “As required by Operating Requirements.”
34-6	Transponder	Revised to read “As required by Operating Requirements.”
34-7	VHF Nav Systems (VOR, ILS)	Revised to read “As required by Operating Requirements.”
34-9	GPWS (incl. TAWS)	Sub-item 1 added (Runway Awareness and Advisory System).
34-10	Long Range Navigation Systems	Item title revised in line with FAA MMEL.
34-16	Wind Shear Detection and Guidance Systems	Item moved to 34-32.
34-21	ACAS II	Sub-items (5), Audio Functions, and (6), Airspace Selection Function, added.
34-22	Altitude Alerting System	Revised to align with CAA Policy.

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HIGHLIGHTS OF REVISION 2 (Cont.)

34-32	Windshear Detection, Guidance and Avoidance System	The FAA MMEL at Revision 6 is acceptable.
34-33	Navigation Management System	New supplement entry to align with JAA Policy, TGL26.
34-35	Standby Attitude Indicator	New supplement entry to align with JAA Policy, TGL26.
35	Oxygen	
35-3	Protective Breathing Equipment	New Supplement entry with reference to Item S25-1

HIGHLIGHTS OF REVISION 2a

General This CAA Supplement has been updated to reflect Revision 7 of the FAA CE-650 MMEL.

Introduction Source documents amended.

Definitions Item 27, source documents amended.

No technical changes.

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AIRCRAFT: CESSNA CITATION CE-650 CAA Supplement to FAA MMEL		REVISION NO: 2 DATE: 29 August 2007		PAGE: S21-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.		(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
21	AIR CONDITIONING				
10.	Primary Door Seal	C	1	0	May be inoperative provided: (a) The primary seal does not interfere with the door operation, (b) Aircraft is operated at or below FL250, and (c) The secondary seal is operative.
24.	Cabin Door Secondary Seal	C	1	0	May be inoperative provided: (a) The secondary seal does not interfere with door operation, (b) Cabin Pressurisation Source Selector remains OFF, and (c) Flight is conducted unpressurised, and (d) Aircraft is operated at or below 10,000 ft MSL
		C	1	0	May be inoperative provided: (a) The secondary seal does not interfere with door operation. (b) The flight is conducted at or below FL250, and (c) The primary seal is operative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed		(4) Number required for dispatch	
		(5) Remarks or Exceptions			
22	AUTO FLIGHT				
1.	Autopilot				
1)	Aircraft with only one autopilot installed	B	1	0	<p>Except where enroute operations require its use, may be inoperative provided:</p> <p>(a) Precision navigation or approach minimums do not require the use of an Autopilot,</p> <p>(b) Automatic Cabin Pressure Control System is operative, and</p> <p>(c) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.</p>
2)	Aircraft with two or more autopilots installed	C	-	1	<p>Except where enroute operations require its use, may be inoperative provided:</p> <p>(a) Precision navigation or approach minimums do not require the use of an Autopilot,</p> <p>(b) Automatic Cabin Pressure Control System is operative, and</p> <p>(c) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.</p>
		B	-	0	<p>Except where enroute operations require its use, may be inoperative provided:</p> <p>(a) Precision navigation or approach minimums do not require the use of an Autopilot,</p> <p>(b) Automatic Cabin Pressure Control System is operative, and</p> <p>(c) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.</p>
6.	Autopilot Disconnect				<p><u>Note:</u> Autopilot with Altitude Hold must be operative for RVSM operations.</p> <p>The FAA MMEL entry at Revision 6 is acceptable.</p>

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		(3) Number installed	
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				(5) Remarks or Exceptions	
23	COMMUNICATIONS				
1.	Communications Systems (VHF and UHF)				The FAA MMEL entry at Revision 6 is acceptable.
2.	Passenger Address (PA) System				As required by Operating Requirements.
3.	Boom Microphones				Please refer to ATA 23, item 5.
4.	Hand Held Microphones	D	2	0	Any or all may be inoperative.
5.	Headsets	D	-	-	One headset (including boom microphone) must be operative for each crew member on flight deck duty. Any in excess of those required by legislation may be inoperative.
7.	Cockpit Voice Recorder (CVR)	-	-	-	As required by Operating Requirements.
10.	Cockpit Speakers				
	(1) Communications	C	2	0	May be inoperative for communications purposes provided each required crew member has an operative headset.
	(2) Aural warning alerts	C	2	0	May be inoperative provided all appropriate aural alert functions are operating normally and the associated audible warnings are available to the crew by means other than loudspeakers.
13.	High Frequency (HF) Communication System				The FAA MMEL entry at Revision 6 is acceptable.
15.	Emergency Locator Transmitter(ELT)(If installed)				
	(1) Survival Type ELTs	D	-	-	(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.
	(2) Fixed ELTs	A	-	0	May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
		D	-	-	Any in excess of those required by Operating Requirements may be inoperative.

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
24	ELECTRICAL				
6.	Engine Driven Generators	A	2	1	<p>(M) One may be inoperative provided:</p> <p>(a) The APU is running and the APU generator is verified operative,</p> <p>(b) The maximum altitude is FL300, and</p> <p>(c) Repairs or replacements are carried out within three calendar days.</p> <p>Note: Refer to AFM Limitations for APU.</p>

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(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed		(4) Number required for dispatch	
		(5) Remarks or Exceptions			
25	EQUIPMENT AND FURNISHINGS				
1.	Flight Crew Shoulder Harness (1) Inertia Reels	A	-	-	As required by Air Navigation Legislation. May be inoperative provided: (a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew Member, and (b) Repairs or replacements are made within three calendar days.
2.	Passenger Seat(s) (3) Armrests	D	-	-	(M) May be inoperative or missing and seat occupied provided: (a) Armrest does not block an Emergency Exit, (b) Armrest does not restrict any passenger from access to the main aircraft aisle, and (c) For an armrest with a recline mechanism, seat is secured in the upright position.
3.	Flotation Equipment (Crew and Passenger)	D	-	-	As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.
4.	Emergency Locator Transmitter (ELT)				Moved to item 23-15.
5.	Passenger Convenience Items (Passenger and Cargo Aircraft)	-	-	0	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. (M) and (O) procedures may be required and included in the air carrier's appropriate document. Note: Lavatory door ashtrays (internal and external) are not considered convenience items.

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25 EQUIPMENT AND FURNISHINGS (Cont.)				
6. Emergency Medical Equipment				
(2) Emergency Medical Kit and / or Associated Equipment	A	-	-	The emergency medical kits may be incomplete for a flight to a destination where repairs or replacements can be made, but not to exceed a maximum of 2 flight days.
	D	-	-	Any in excess of those required by Operating Requirements may be incomplete, missing, or inoperative.
(3) First Aid Kit and / or Associated Equipment	A	-	-	If more than one kit is required, one of the required first aid kits may be incomplete for a maximum of 2 flight days.
	D	-	-	Any in excess of those required by Operating Requirements may be incomplete, missing, or inoperative.
9. Observer Seat	-	-	-	As required by Operating Requirements.
<u>ADDITIONAL ITEM</u>				
S25-1. Portable Protective Breathing Equipment (PBE)	D	-	-	(M) PBE which is stowed in an approved stowage, but is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.
				Note: PBE which:
				(a) cannot be stowed in an approved stowage (whether inoperative or not); or
				(b) is a replacement item
				is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
26	FIRE PROTECTION				
1.	Lavatory Smoke Detection Systems	C	-	-	<p>(M) May be inoperative provided:</p> <p>(a) Lavatory compartment is electrically isolated,</p> <p>(b) Lavatory waste bin is empty,</p> <p>(c) Lavatory door is locked closed and placarded, and</p> <p>(d) Lavatory is not used for any purpose.</p>
		B	-	-	<p>(O)/(M) May be inoperative provided:</p> <p>(a) Lavatory compartment fire extinguishers are fitted and checked to be operative on a daily basis, and</p> <p>(b) Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.</p> <p><u>Note:</u> Lavatory smoke detector system is not required for all-cargo operations.</p>
2.	Lavatory Fire Extinguisher Systems	C	-	-	Any or all may be inoperative.

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
27	FLIGHT CONTROLS				
2.	Speedbrake Position Indicator	C	1	0	(O) May be inoperative provided: (a) Speedbrake Annunciator Light is operative, and (b) Procedures are established to visually check proper operations of the speedbrakes before each takeoff and before flaps are lowered. Note: The speedbrake system must be operative in accordance with the Aircraft Flight Manual.
5.	Wing Flap System	-	-	-	Must be operative.

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		(3) Number installed		(4) Number required for dispatch	
		(5) Remarks or Exceptions			
28	FUEL SYSTEM				
1.	Wing Tank Fuel Quantity Indicating System	C	2	1	<p>(O) One may be inoperative provided:</p> <p>(a) Fuel low level indicating system is verified operative,</p> <p>(b) Both wing tanks are completely filled with fuel,</p> <p>(c) Fuselage fuel tank is verified empty, and</p> <p>(d) Both fuel flow indicators are operative.</p>
		B	2	1	One fuel quantity indicator tape may be inoperative provided the digital fuel quantity display is operative.
6.	Fuel Temperature Indicators	C	2	1	<p>One may be inoperative provided:</p> <p>(a) Fuel low pressure annunciator system is operative, and</p> <p>(b) Fuel filter bypass annunciator system is operative.</p>

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
31	INDICATING / RECORDING SYSTEMS				
1.	Clock (Cockpit)	-	-	-	As required by Operating Requirements.
2.	Flight Data Recorder (FDR)	-	-	-	As required by Operating Requirements.
8.	N1 Reminder (Mechanical or Electric)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

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		(3) Number installed		(4) Number required for dispatch	
		(5) Remarks or Exceptions			
33	LIGHTS				
1.	Anti-Collision Light System (Strobe)	C	1	0	May be inoperative
2.	Position Lights				
	(1) Day Operations	C	-	0	Any or all may be inoperative.
	(2) Night Operations	C	-	3	Any except the following minimum may be inoperative:
					(a) One steady red wing tip bulb,
					(b) One steady green wing tip bulb, and
					(c) One steady white tail light.
3.	Wing Illumination Lights	-	-	-	As required by Operating Requirements.
5.	Flight Deck Lighting	-	-	-	As required by Operating Requirements.

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
33	LIGHTS (Cont.)				
6.	FASTEN SEAT BELT and NO SMOKING Signs	C	-	-	<p>(M) (O) As required by Air Navigation Legislation. No passenger seat, cabin attendant seat or lavatory may be occupied from which a “No Smoking / Fasten Seat Belt / Return to Cabin” sign is not readily legible or that seat or lavatory must be blocked and placarded – “DO NOT OCCUPY”.</p>
		C	-	-	<p>(O) No Smoking / Fasten Seat Belt / Return to Cabin signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided:</p> <p>(a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and</p> <p>(b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited and (if applicable) when passengers should return to cabin from toilet compartments.</p> <p>OR</p> <p>(c) Passengers are not carried.</p>
10.	Windshield Ice Detection Lights	-	-	-	As required by Operating Requirements.

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
33	LIGHTS (Cont.)				
12.	Cabin Interior Lighting System Lights (including Cabin Indirect Lighting System and Cabin Reading Lights)	C	-	-	<p>(O) As required by Air Navigation Legislation. Individual lights may be inoperative provided:</p> <p>(a) Cabin emergency lighting is verified to be operative,</p> <p>(b) Sufficient lighting is operative for the cabin crew to perform their required duties, and</p> <p>(c) Lighting configuration is acceptable to the flight crew.</p> <p>Note: Cabin emergency lighting does not include floor proximity lights.</p>
		C	-	-	Individual lights may be inoperative provided passengers are not carried.
13.	Floor Proximity Emergency Escape Path Marking System (including Cabin Dropped Aisle Lighting System)	A	1	1	<p>As required by Air Navigation Legislation. Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.</p> <p>If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.</p>

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34	NAVIGATION				
1.	Radio Magnetic Indicator (RMI)	-	-	-	As required by Operating Requirements.
2.	Distance Measuring Equipment (DME) Systems	-	-	-	As required by Operating Requirements.
3.	Weather Radar System	A	1	-	<p>(O) As required by Air Navigation Legislation. One display required when flying for the purposes of public transport except that a flight may commence if the system is unserviceable such that:</p> <p>(a) The weather radar display is provided to only one pilot, as long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or</p> <p>(b) When the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.</p>
4.	Automatic Direction Finding (ADF) Systems	-	-	-	As required by Operating Requirements.

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				(5) Remarks or Exceptions	
34	NAVIGATION (Cont.)				
5.	Marker Beacon Receiver Systems	-	-	-	As required by Operating Requirements.
6.	ATC Transponder System	-	-	-	As required by Operating Requirements.
7.	VHF Navigation Systems (VOR, ILS)	-	-	-	As required by Operating Requirements.
9.	Ground Proximity Warning System (GPWS) (including TAWS)	-	-	-	As required by Operating Requirements.
	(1) Runway Awareness and Advisory System (If installed)	C	1	0	May be inoperative
10.	Long Range Navigation Systems (INS, LORAN, RNAV, OMEGA, VLF, GPS) (If installed)	C	-	-	As required by Air Navigation Legislation. Any installed equipment in excess of that required may be inoperative provided the equipment or combinations of equipment needed to satisfy the minimum navigation (or area navigation) performance requirement for the route or region of operation is available. Note 1: When preparing the MEL the operator should itemise the equipment / combinations of equipment needed for particular operations for which the aircraft is approved. The effect of subsequent additional equipment failure should also be considered. Note 2: Items which are installed but not required may be inoperative provided there is no effect on workload, crew training, procedures etc.
11.	TACAN System (If installed)	D	1	0	May be inoperative.

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				(5) Remarks or Exceptions	
34	NAVIGATION (Cont.)				
15.	Radio Altimeter System	C	-	0	<p>(O) May be inoperative provided:</p> <p>(a) Aircraft is not operated into an airfield where 20 degree Flap Landing is required,</p> <p>(b) Aircraft is not operated out of an airfield where a 7 degree Flap Take-off is required,</p> <p>(c) Radio altitude data is either available to or not required by other required systems, and</p> <p>(d) Affected Radar Altimeter is not required for the approach to be flown.</p> <p><u>Note 1:</u> Radio Altitude data may be required for Autopilot System, Flight Director or GPWS.</p> <p>Note 2: If the loss of the radio altimeter prohibits the normal operation of the GPWS/TAWS, the dispatch deviation and rectification interval for an inoperative GPWS/TAWS must be observed.</p> <p>Note 3: If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed.</p>
16.	Wind Shear Detection and Guidance Systems (If installed)				Moved to Item 34-32.
17.	Voice Terrain Alert System	-	-	-	Refer to ATA 34, item 9.
18.	Microwave Landing System (MLS) (If installed)	C	-	0	May be inoperative provided approach procedures do not require its use.
19.	Stormscope (If installed)	D	-	0	
20.	Lightning Detector (If installed)	D	-	0	

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34 NAVIGATION (Cont.)				
21. Airborne Collision and Avoidance System (ACAS II) (If installed)				
(1) ACAS II System	A	-	0	(O) (M) As required by Navigation Legislation. May be inoperative provided system is deactivated and secured, and (a) It is not reasonably practicable for repairs or replacements to be made, and (b) Repairs or replacements must be carried out within 10 calendar days.
(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	-	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side. OR
	C	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.
(5) Audio Functions	-	1	-	Must not be inoperative in isolation to the ACAS II system as a whole. This function must be operative in order to consider the ACAS II system operative.
(6) Airspace Selection Function (If installed)	C	-	0	May be inoperative.

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34	NAVIGATION (Cont.)				
22.	Altitude Alerting System	B	-	0	<p>May be inoperative provided it is not reasonably practicable to repair or replace before the commencement of flight.</p> <p>Note: The altitude alerting system is required to be operative for RVSM operations.</p>
24.	EFIS Multi-Function Display Unit (MDU)	C	1	0	<p>May be inoperative provided the pilot's and copilot's EADI and EHSI displays are operative.</p>
26.	TCAS 1 (If installed)	-	-	-	<p>This item is not applicable.</p>
27.	Flight Management Systems (If installed)	C	-	0	<p>(O) May be inoperative provided:</p> <p>(a) Required navigation and communications systems are verified to operate normally, and</p> <p>(b) Approach minima and operating procedures do not require their use.</p>
	(1) Navigation Database (If installed)	A	-	-	<p>(O) May be out of currency provided:</p> <p>(a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch,</p> <p>(b) Procedures are established to verify status and suitability of Navigation facilities used to define route of flight, and</p> <p>(c) The navigation database is updated to the current standard within 10 calendar days.</p>
32.	Windshear Detection, Guidance and Avoidance System				<p>The FAA MMEL entry at Revision 6 is acceptable.</p>

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34	NAVIGATION (Cont.)				
33.	Navigation Management System				
	(1) Navigation Database (If installed)	A	-	-	(O) May be out of currency provided: (a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch, (b) Procedures are established to verify status and suitability of Navigation facilities used to define route of flight, and (c) The navigation database is updated to the current standard within 10 calendar days.
35.	Standby Attitude Indicator	B	-	0	May be inoperative for day VMC only provided both attitude indicators are operative.

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35	OXYGEN				
1.	Passenger Oxygen System	C	1	0	<p>(M) or (O) As required by Air Navigation Legislation. The automatic presentation system may be inoperative provided:</p> <p>(a) The manual deployment system operates normally, and</p> <p>(b) The flight is limited to FL300 or below.</p>
		A	1	0	<p>(O) May be inoperative provided:</p> <p>(a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL,</p> <p>(b) The air conditioning system operates normally,</p> <p>(c) All other components of the pressurisation system operate normally,</p> <p>(d) Maximum flight altitude does not exceed FL250,</p> <p>(e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers,</p> <p>(f) Passengers are appropriately briefed, and</p> <p>(g) Repairs or replacements are made within three calendar days.</p> <p>Note: The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate of airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.</p>

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35	OXYGEN (Cont.)				
1.	Passenger Oxygen System (Cont.)				<p>Note: (Cont.) The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL250/300. Provided the operator supplies the required amount of oxygen, despatch is considered acceptable. Since there are a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:-</p> <p>(a) The date of first issue of a Certificate of Airworthiness for individual aircraft;</p> <p>(b) The aircraft altitude and cabin altitude on routes flown, and</p> <p>(c) The numbers of passengers and crew carried.</p> <p>(M) or (O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided:-</p> <p>(a) Affected seats are blocked and placarded to prevent occupancy, and</p> <p>(b) Units operate normally for all usable passenger seats, toilet compartments and flight attendant locations.</p>
		B	-	-	
2.	Portable Oxygen Bottles				<p>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</p> <p>Note: The portable oxygen supplies by ANO Schedule 4, Scales L1 and L2 are totally separate from the requirements of Scale R2.</p>
		D	-	-	
3.	Protective Breathing Equipment (PBE)				<p>Refer to Item S25-1.</p>

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
49	AIRBORNE AUXILIARY POWER				
4.	APU Bleed Air Valve	C	1	0	May be inoperative provided the APU is considered to be inoperative – refer to item 49-1.

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AIRCRAFT: CESSNA CITATION CE-650 CAA Supplement to FAA MMEL		REVISION NO: 2 DATE: 29 August 2007		PAGE: S52-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.		(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
52	DOORS				
1.	Cabin Door Warning Light	B	1	0	<p>(O) May be inoperative provided:</p> <p>(a) All doors and hatches are confirmed by visual inspection to be closed and locked immediately prior to each departure,</p> <p>(b) Fasten Seat Belt Sign remains on, and passengers are verbally briefed prior to departure to remain seated with their seat belts fastened throughout the flight, and</p> <p>(c) Cabin Altitude Warning System (Aural) is operative.</p>

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AIRCRAFT: CESSNA CITATION CE-650 CAA Supplement to FAA MMEL		REVISION NO: 2 DATE: 29 August 2007		PAGE: S77-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.		(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
77	ENGINE INDICATING				
2.	Fuel Flow Indicating System	B	2	1	One may be inoperative provided both wing tank fuel quantity indicating systems are operative.
3.	N1 Indictors				
	1) N1 Tape Display	B	2	1	One may be inoperative provided all other engine indicators are operative.

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