

# TRANSPORT CANADA

## MASTER MINIMUM EQUIPMENT LIST

### CANADAIR Regional Jet

CL-600-2B19

CL-600-2C10

CL-600-2D15

CL-600-2D24

CSP ABC-044



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> TOC-1
	<b>Date:</b> June 30/05	

**TABLE OF CONTENTS**

<u>Subject</u>	<u>Chapter/Page</u>
<b>TITLE PAGE</b>	
<b>TABLE OF CONTENTS</b>	<b>TOC-1</b>
<b>MANUAL APPROVAL PAGE</b>	
<b>RECORD OF REVISIONS</b>	<b>REV-1</b>
<b>RECORD OF TEMPORARY REVISIONS</b>	<b>TPR-1</b>
<b>USER COMMENTS</b>	
<b>LIST OF EFFECTIVE PAGES</b>	<b>LEP-1</b>
<b>HIGHLIGHTS OF CHANGE</b>	<b>HOC-1</b>
<b>DEFINITIONS</b>	<b>DEF-1</b>
<b>ABBREVIATIONS and ACRONYMS</b>	<b>ABB-1</b>
<b>PREAMBLE</b>	<b>PRE-1</b>
<b>EQUIPMENT LIST</b>	
Air Conditioning	21-1
Auto Flight	22-1
Communications	23-1
Electrical Power	24-1
Equipment/Furnishings	25-1
Fire Protection	26-1
Flight Controls	27-1
Fuel	28-1
Hydraulic Power	29-1
Ice and Rain Protection	30-1
Indicating/Recording Systems	31-1
Landing Gear	32-1
Lights	33-1
Navigation	34-1
Oxygen	35-1
Pneumatic	36-1
Potable Water	38-1
Central Maintenance System	45-1
Airborne Auxiliary Power	49-1
Doors	52-1

(cont'd)

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> TOC-2
	<b>Date:</b> June 30/05	

**TABLE OF CONTENTS (cont'd)**

<u>Subject</u>	<u>Chapter/Page</u>
<b>EQUIPMENT LIST (cont'd)</b>	
Engine Fuel and Control	73-1
Ignition	74-1
Engine Controls	76-1
Engine Indicating	77-1
Exhaust	78-1
Oil	79-1
Starting	80-1

# TRANSPORT CANADA

## MASTER MINIMUM EQUIPMENT LIST

### CANADAIR Regional Jet

CL-600-2B19

CL-600-2C10

CL-600-2D15

CL-600-2D24

CSP ABC-044

**Manual Approval**

Transport Canada  
Airworthiness Branch  
Flight Test Division (AARDC)  
Tower 'C', Place de Ville  
330 Sparks Street  
Ottawa, Ontario  
K1A 0N8

Telephone (613) 952-4817

Approved:

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

Date:

9 August 2006

**Revision 17**



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Rev-1

**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.

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
Original	All	
1	Title Page Manual Approval Page User Comments LEP-1, LEP-2 HOC-1, HOC-2 21-1, 21-2, 21-4, 21-6 22-1, 22-2 23-3, 23-4 24-1, 24-2, 24-13 25-1, 25-3, 25-4 27-1, 27-2 28-1, 28-4 to 28-14 29-2 30-2, 30-3, 30-4, 30-5, 30-6 31-2 32-1 33-4, 33-5, 33-6 34-3, 34-4, 34-6 35-1, 35-2, 35-3, 35-4 36-1, 36-2 49-1, 49-2 52-2 56-2 73-2 74-1, 74-2 76-2 77-2 78-2 79-2 80-1, 80-2	
2	Title Page Manual Approval Page LEP-1 HOC-1, HOC-2 27-2	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Rev-2

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
3	Title Page Manual Approval Page Rev-1, Rev-2 TempRev-1, TempRev-2 User Comments LEP-1, LEP-2 HOC-1, HOC-2, HOC-3, HOC-4 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8 22-1, 22-2, 22-3, 22-4 23-1, 23-2, 23-3 24-1, 24-2, 24-3 25-1, 25-2, 25-4 26-2, 26-3, 26-4, 26-5, 26-6 28-1, 28-2, 28-3, 28-4 29-1, 29-2 30-1, 30-2, 30-3, 30-4, 30-5, 30-6 32-1 33-2, 33-3, 33-5, 33-6 34-1, 34-3, 34-4, 34-5 35-1, 35-2 36-1, 36-2 49-1, 49-2 52-1, 52-2, 52-3, 52-4 74-1	
4	All	
5	Title Page Manual Approval Page Rev-2 LEP-1, LEP-2 HOC-1, HOC-2 23-2 24-1 30-4, 30-5, 30-6 56-1	



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Rev-3

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
6	Title Page Manual Approval Page Rev-3, Rev-4 LEP-1 to LEP-4 HOC-1 to HOC-4 Note-3 21-1 to 21-14 23-1 to 23-8 24-1, 24-2 25-5 26-1 to 26-8 27-1 to 27-8 28-1 to 28-12 29-1 to 29-4 30-1 to 30-10 31-1 to 31-4 32-1 to 32-8 33-1 to 33-10 34-1 to 34-12 36-1 to 36-2	
7	All	
8	Title Page Manual Approval Page Rev-4 TpRv-4 to TpRv-7 LEP-1 to LEP-4 HOC-1 to HOC-4 Defn-7 Abbr-12 21-1 to 21-5, 21-8, 21-9, 21-12 23-6 24-5 to 24-10 25-1 26-2, 26-4, 26-6, 26-7 27-2 to 27-5 28-1, 28-7 30-8 31-1 to 31-4 32-4 49-2 52-2 to 52-4 74-1 79-1	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Rev-4

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
9	All	
10	All	
11	Title Page Manual Approval Page Rev-4 TpRv-9 LEP-1 to LEP-4 HOC-1  23-1, 23-2 24-2, 24-3, 24-4, 24-5, 24-6, 24-7, 24-8, 24-9, 24-10, 24-11, 24-12, 24-13, 24-14 25-1 26-1, 26-5, 26-10 27-1, 27-3, 27-4, 27-8, 27-9, 27-10 28-1, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 28-12, 28-13, 28-14, 28-15, 28-16, 28-17, 28-18 29-1 30-1, 30-3, 30-4, 30-6, 30-7, 30-8, 30-9, 30-10, 30-11, 30-12 32-2, 32-3 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10 34-1, 34-5, 34-7, 34-8, 34-9, 34-10 35-4 38-2 52-1, 52-2, 52-3, 52-4, 52-5, 52-6 73-1 74-1	
12	All	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Rev-5

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
13	Title Page Manual Approval Page Rev-5, Rev-6 TpRv-5, TpRv-6 LEP-1 to LEP-4 HOC-1 to HOC-4  21-5, 21-8, 21-9, 21-11, 21-16, 21-17 24-5, 24-6, 24-7, 24-8, 24-9 25-4 28-4, 28-7 29-1, 29-2 30-1, 30-3, 30-4 32-1, 32-2, 32-3 33-10 36-1, 36-2, 36-4, 36-5 49-2 52-5 77-1 78-1 80-1	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Rev-6

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
14	Title Page Manual Approval Page Rev-6 TpRv-7 to TpRv-10 LEP-1 to LEP-4 HOC-1 to HOC-4  21-1, 21-2, 21-3, 21-4, 21-6, 21-8 to 21-30 22-3 23-3, 23-5 25-3 to 25-10 26-2 27-2 to 27-10 29-1 to 29-3 30-1, 30-3 to 30-5 31-1 32-3 to 32-6 33-2, 33-7, 33-9 to 33-12 34-5 to 34-8 35-2 36-1 to 36-10 49-1, 49-3 52-1 to 52-6 74-1	
15	All	
16	All	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	Rev-7

**RECORD OF REVISIONS (cont'd)**

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

<b>Revision #</b>	<b>Pages Affected</b>	<b>By</b>
17	Title Page Manual Approval Page Rev-7, Rev-8 TpRv-9 to TpRv-10 LEP-1 to LEP-4 HOC-1 to HOC-4 Def-4 to Def-6 Abb-1  21-3, 21-5 to 21-7 23-1, 23-3, 23-4, 23-8 24-3 to 24-5, 24-13 25-1, 25-6 to 25-8 26-4 27-10 28-2 to 28-5, 28-8 to 28-12 29-3 to 29-5 30-6 to 30-8, 30-12 33-2, 33-3, 33-6 34-4 35-1 38-2 52-2 73-1, 73-2 74-1, 74-2 79-1 80-1	

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	Rev-8

**RECORD OF REVISIONS (cont'd)**

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

THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> TpRv-1
	<b>Date:</b> June 30/05	

**RECORD OF TEMPORARY REVISIONS**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
1	30-1	B. J. Wormworth Chief, Flight Test, 02 April 1993	Introduces MMEL relief for Cowl Anti-Ice Pressure Blow- Off valve (failed open)	Superseded by Rev. 3 dated 26 July 1993.
2	27-2		Introduces MMEL relief for Flight/Ground Spoiler System Introduces MMEL relief for Spoileron System Channels	Not issued. Superseded by Rev. 4 dated 20 July 1994.
3	34-5	K. J. Mansfield, Chief, Flight Test, 31 March 1994	Introduces MMEL relief for FMS.	Superseded by Rev. 4 dated 20 July 1994
4	24-1		Revises MMEL relief for IDG as a result of AD CF-93-29	Not issued. Superseded by Rev. 4 dated 20 July 1994.
5	76-1	K. J. Mansfield, Chief, Flight Test, 10 June 1994	Introduces MMEL relief for L & R Engine Speed Control System	Superseded by Rev. 4 dated 20 July 1994.
6	28-4	K. J. Mansfield, Chief, Flight Test, 12 May 1995	Introduces MMEL relief for Center Tank Fuel Panel with Drain Valve	Superseded by Rev. 7 dated 03 June 1996
7	34-10	K. J. Mansfield, Chief, Flight Test, 23 June 1995	Redefine accelerate-stop penalty for both Flaps 8 and Flaps 20 in MMEL Item 34- 44-1	Superseded by Rev. 7 dated 03 June 1996.
8	22-3	K. J. Mansfield, Chief, Flight Test, 23 June 1995	Revises MMEL relief for Integrated Avionics Processor System (IAPS) (Input/Output Concentrator (IOC))	Superseded by Rev. 7 dated 03 June 1996.
9	34-5 34-7	K. J. Mansfield, Chief, Flight Test, 02 November 1995	Adds MMEL relief for Head- up Guidance System and adds proviso to GPWS Mode 6.	Superseded by Rev. 7 dated 03 June 1996
10	27-1 27-2	K. J. Mansfield, Chief, Flight Test, 11 December 1995	Deletes MMEL relief for Aileron and Elevator Flutter Dampers	Superseded by Rev. 7 dated 03 June 1996
11	24-3, 5,6 24-7, 8,9 26-2, 3,7 49-1, 2	K. J. Mansfield, Chief, Flight Test, 08 December 1995	Revises MMEL APU relief for aircraft fitted with 3B1 engines	Superseded by Rev. 7 dated 03 June 1996

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	TpRv-2

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
12	24-4	K. J. Mansfield, Chief, Flight Test, 08 December 1995	Deletes MMEL ADG Auto-deploy System relief	Superseded by TR #15 dated 26 April 1996
13	28-5	K. J. Mansfield, Chief, Flight Test, 15 December 1995	Adds left boost pump proviso requiring APU to be operating	Superseded by Rev. 7 dated 03 June 1996
14	49-1	R. Walker for K. J. Mansfield, Chief, Flight Test, 05 February 1996	Corrects intent of item 49-14-02	Superseded by Rev. 7 dated 03 June 1996
15	24-4	R. Walker for K. J. Mansfield, Chief, Flight Test 26 April 1996	Reinstated MMEL relief for ADG Auto-Deploy System and introduces relief for TRU Cooling Fans	Superseded by Rev. 7 dated 03 June 1996
16	21-4		Adds MMEL relief for Display Unit Cooling Low Flow Detector	Not issued. Withdrawn.
17	21-6	R. Walker for K. J. Mansfield, Chief, Flight Test 26 April 1996	Adds MMEL relief for Ground Air Conditioning Connector Cover	Superseded by Rev. 7 dated 03 June 1996
18	27-6/7	R. Walker for K. J. Mansfield, Chief, Flight Test 26 April 1996	Adds MMEL relief for flight spoiler and spoileron PCUs	Superseded by Rev. 7 dated 03 June 1996
19	21-4	R. Walker for K. J. Mansfield, Chief, Flight Test 09 July 1996	Adds MMEL relief for Overboard Exhaust SOV (Avionics Cooling) inoperative	Superseded by Rev. 8 dated 08 May 1997
20	27-3 27-4 27-5	R. Walker for K. J. Mansfield, Chief, Flight Test 09 July 1996	Adds an (O) Procedure and a proviso to each sub-item of 27-62-01 re T/O configuration Warning System	Superseded by Rev. 8 dated 08 May 1997
21	32-7		Adds MMEL relief for HSTCU BITE WOW Output Drivers (WOW # 1 and WOW # 2)	Not issued.
22	74-1	R. Walker for K. J. Mansfield, Chief, Flight Test 09 July 1996	Adds an (O) Procedure and NOTE to MMEL Item 74-11-01 re Continuous Ignition	Superseded by Rev. 8 dated 08 May 1997



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> TpRv-3
	<b>Date:</b> June 30/05	

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
23	26-7	R. Walker for K. J. Mansfield, Chief, Flight Test 09 July 1996	Adds MMEL relief for redundant squibs in cargo compartment fire extinguisher	Superseded by Rev. 8 dated 08 May 1997
24	24-5 to 24-8	R. Walker for K. J. Mansfield, Chief, Flight Test 17 June 1996	Deletes Main Battery and Main Battery Charger MMEL relief for IRS equipped aircraft	Superseded by Rev 8 dated 08 May 1997
25	26-6	R. Walker for K. J. Mansfield, Chief, Flight Test 24 June 1996	Adds MMEL relief for SMOKE TOILET Caution Message	Superseded by Rev. 8 dated 08 May 1997
26	49-2	L. Farrell for K. J. Mansfield, Chief, Flight Test 16 July 1996	Adds proviso to MMEL Item 49-14-2 to apply AFM performance corrections for APU air intake door open	Superseded by Rev. 8 dated 08 May 1997
27	27-2	L. Farrell for K. J. Mansfield, Chief, Flight Test 26 July 1996	Adds (M) procedure to deactivate the inoperative potentiometer	Superseded by Rev. 8 dated 08 May 1997
28	77-1	Denied by TC	Adds MMEL relief for N2 Indication	Denied by TC
29	23-6	R. Walker for K. J. Mansfield, Chief, Flight Test 10 September 1996	Amends MMEL relief for RTUs	Superseded by Rev. 8 dated 08 May 1997
30	79-1	L. Galvin for K. J. Mansfield, Chief, Flight Test 29 October 1996	Adds MMEL relief for Engine Oil Detection Panel	Superseded by Rev. 8 dated 08 May 1997
31	30-8	L. Galvin for K. J. Mansfield, Chief, Flight Test 29 October 1996	Introduces MMEL relief for potable water tank heaters	Superseded by Rev. 8 dated 08 May 1997
32	26-4 32-4	K. Horton for K. J. Mansfield, Chief, Flight Test 10 December 1996	Amends MMEL relief for Main Landing Gear Bay Overheat Detection System and BTMS	Superseded by Rev. 8 dated 08 May 1997
33	31-2	L. Galvin for K. J. Mansfield, Chief, Flight Test, 29 October 1996	Amends MMEL relief for DCUs by requiring the inoperative unit be deactivated	Superseded by Rev. 8 dated 08 May 1997

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b> TpRv-4
	<b>Date:</b> June 30/05	

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

<b>Temp Rev #</b>	<b>Pages Affected</b>	<b>TC approval</b>	<b>Description of Revision</b>	<b>Date Incorporated Signature</b>
34	28-7	L. Galvin for K. J. Mansfield, Chief, Flight Test 29 October 1996	Amends proviso requiring APU be operating for XFLOW/APU Fuel Pump relief	Superseded by Rev. 8 dated 08 May 1997
35	79-1	R. Walker, A/Chief, Flight Test, for Minister of Transport 04 July 1997	(M) requirement added to proviso to disconnect an inoperative Oil Low Pressure switch 79-30-2	Superseded by Rev. 9 dated 20 March 2000 (which deletes MMEL relief)
36	80-1	R. Walker, A/Chief, Flight Test, for Minister of Transport 04 July 1997	Adds relief for an inoperative Engine Starter Automatic Cutout 80-12-1	Superseded by Rev. 9 dated 20 March 2000 (which deletes MMEL relief)
37	26-5	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Adds an (M) to deactivate the smoke detector to prevent a false warning 26-15-1	Superseded by Rev. 9 dated 20 March 2000 (which also adds definition of ballast)
38	36-1	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Deletes closed condition from the proviso to allow either open or closed via blanking cap 36-12-1	Superseded by Rev. 9 dated 20 March 2000 (which changes to harmonised wording with FAA)
39	25-1	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Adds relief for inoperative flashlights and flashlight holders 25-13-1	Superseded by Rev. 9 dated 20 March 2000 (which also adds definition of equivalent characteristics)
40	56-1	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Adds relief for cracked external face ply on a windshield or cockpit side window : 56-11-1 56-12-1	Superseded by Rev. 9 dated 20 March 2000 (which deletes MMEL relief – now in AMM)
41	34-3	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Changes relief for HUGs from category C to D. 34-32-1	Superseded by Rev. 9 dated 20 March 2000 (which also makes editorial changes to proviso)
42	23-6	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Adds second note to deselect inoperative RTU to allow cross-side tuning by remaining RTU 23-81-01	Superseded by Rev. 9 dated 20 March 2000 (which modifies relief)

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> TpRv-5
	<b>Date:</b> June 30/05	

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
43	25-5	L. Farrell, A/Chief, Flight Test, for Minister of Transport 14 August 1997	Adds relief for Liner in Cargo Compartment 25-52-1	Superseded by Rev. 9 dated 20 March 2000 (which also adds definition of ballast)
44	26-5 / TR # 37	B. Jupp, Chief, Flight Test, for Minister of Transport 20 October 1999	Deletes relief temporarily for Smoke Detectors for a/c with Return Catering Option 26-15-1	Superseded by TR # 44-1
45	52-3	R. Walker, A/Chief, Flight Test, for Minister of Transport 07 April 2000	Modifies relief for Pax Door Indication System to address new Phase IV door Design Change 52-70-1	Superseded by TR # 45-1
44-1	26-5	B. Jupp, Chief, Flight Test for Minister of Transport 02 June 2000	Deletes relief temporarily for 26-15-1 Smoke Detectors for aircraft with Universal Baggage Bay with Return Catering Option. TR # 44-1 revises title of relief, changes MMEL page affected, and deletes reference to TR # 37 to match Rev. 9 changes	Superseded by Rev. 11 dated 23 April 2001
45-1	52-3	B. Jupp, Chief, Flight Test for Minister of Transport 02 June 2000	Modifies relief for 52-70-1 Pax Door Indication System to address new Phase IV door design change. TR # 45-1 corrects sub-item 2)'s number and deletes second word flap in both provisos g)	Superseded by Rev. 10 dated 02 February 2001
46	25-3 34-7	B. Jupp, Chief, Flight Test for Minister of Transport 02 June 2000	Corrects wording for 25-16-1 to three calendar days and adds to 34-52-1 word System in title	Superseded by Rev. 10 dated 02 February 2001
47	24-1 24-2 24-4 49-1	B. Jupp, Chief, Flight Test for Minister of Transport, 29 June 2001.	Adds an additional limitation to item 24-11-01 sub-item 1) & 3), 24-22-01 sub-item 1 and 49-10-01 sub-item 1.	Superseded by Rev. 12 dated 02 August 2002

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	TpRv-6

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
48	28-4 28-6 28-7 28-14 28-15 28-16 28-17	B. Jupp, Chief, Flight Test for Minister of Transport, 13 February 2002.	Deletes MMEL relief temporarily for CL 600-2C10 for item 28-13-07 Transfer Ejectors (Center Tank), item 28-13-08 Fuel Transfer SOVs (Center Tank), Item 28-13-10 XFlow Pump, item 28-41-01 EICAS Fuel Tank Quantity Readouts (Left, Right and Total), item 28-41-02 EICAS Center and Total Fuel Tank Quantity Readouts and item 28-41-03 Fuel Computer Channels.	Superseded by Rev. 12 dated 02 August 2002
49	32-1 32-2	L. Galvin for Chief, Flight Test, 02 August 2002.	Adds additional limitations to item 32-30-01 Landing Gear Retraction System and item 32-44-01 Anti-Skid (System) Channels. These limitations were previously addressed in the AFM Supplement.	Superseded by Rev. 12 dated 02 August 2002
50	21-8 21-9 21-16 21-17 30-1 30-3 30-4 36-1 36-2 36-4 36-5	B. Jupp, Chief, Flight Test for Minister of Transport 30 October 2002.	Introduces performance penalties to items 21-51-01 Air Conditioning Packs, 21-51-02 FCV, 21-52-01 Ram Air SOV, 30-12-01 Wing A/I Mod. SOV, 30-12-04 Wing A/I Temp. Sensor Elements, 30-12-05 Wing Cross Bleed Valve, 36-11-02 PRSOV, 36-11-03 HPV, 36-12-02 Bleed Air ISOL Valve, 36-21-06 Bleed Leak Detect. Loops. These additional limitations are to compensate engine thrust loss for a/c operations with one pack in high mode or/and single bleed feeding both wings for A/I purposes. This revision also introduces the (O) procedure in item 21-52-01 and amends the title of item 30-12-01.	Superseded by Rev. 13 dated 07 November 2002

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision N° - N° de révision:</b>	16	<b>Page</b> TpRv-7
	<b>Date:</b>	June 30/05	

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
51	33-7	B. Jupp, Chief, Flight Test for Minister of Transport, 10 Feb 2003.	Introduces new item (33-45-01) for the Sterile Light System.	Superseded by Rev. 14 dated June 03/04.
52	30-1 30-3 30-4	B. Jupp, Chief, Flight Test for Minister of Transport, 09 July 2003.	Introduces new sub-items in items 30-12-01 Wing Anti-Ice Modulating and SOV, 30-12-04 Wing Anti-Ice Temperature Sensor Elements and 30-12-05 Wing Cross Bleed Valve to reflect introduction of ModSum 670T122141.	Superseded by Rev. 14 dated June 03/04.
53	27-2 27-5	B. Jupp, Chief, Flight Test for Minister of Transport, 03 July 2003.	Introduces new MMEL Item - 27-51-03 Skew Detection System. Revises MMEL Items 27-51-01 Flap Electronic Control Unit Channels, 27-52-01 Flap Power Drive Unit Motors, and 27-54-01 Flap Position Potentiometers to reflect the impact from the installation of the Skew Detection System. In addition, this TR combines the MMEL Items 27-51-01 Flap Electronic Control Unit Channels and 27-52-01 Flap Power Drive Unit Motors.	Superseded by Rev. 14 dated June 03/04.
54	52-2	B. Jupp, Chief, Flight Test for Minister of Transport, 11 Sept 2003.	Introduces new MMEL Item 52-35-01 Forward Cargo Compartment Door Protector Kit.	Superseded by Rev. 14 dated June 03/04.
55	27-8	B. Jupp, Chief, Flight Test for Minister of Transport, 09 July 2003.	Introduces new MMEL Item 27-65-02 Spoiler and Stabilizer Control System.	Superseded by TR 65.

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	TpRv-8

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
56	29-1	B. Jupp, Chief, Flight Test for Minister of Transport, 04 July 2003.	Deletes CL 600-2C10 MMEL relief temporarily for item 29-11-01 "Engine Driven Pump (EDP) (Systems 1 and 2) until an appropriate EDP deactivation kit is produced.	Superseded by TR 56 Rev.1.
56 Rev1	29-1	B. Jupp, Chief, Flight Test for Minister of Transport, 21 January 2004.	Re-introduces CL 600-2C10 MMEL relief for item 29-11-01 "Engine Driven Pump" / Introduces CL 600-2D24 MMEL relief for item 29-11-01 "Engine Driven Pump".	Superseded by Rev. 14 dated June 03/04.
57	52-1	MMEL TRS No 04 was approved by: B. Jupp, Chief, Flight Test for Minister of Transport, 17 June 2005.	This MMEL TR 57 is based on TCCA approved TRS No 04. MMEL TRS No 04 adds item 52-11-06 "Passenger Door Support Wheel Assembly".	Superseded by Rev. 16 dated June 30/05.
58	33-1 33-8 33-9 33-10 34-3	TRS No 01 Rev "B" was approved by B. Jupp, Chief, Flight Test for Minister of Transport on 09 August 2004. TRS No 02 Rev "A" was approved by B. Jupp, Chief, Flight Test for Minister of Transport on 21 September 2004.	This MMEL TR is based on TCCA approved TRS No 01 Rev. "B" and TRS No 02 Rev. "A" and also corrects typographical errors. The MMEL TRS No 01 Rev. "B" modifies item 33-21-01 "Cabin Interior Lights" and item 33-51-01 "Cabin Emergency Lights" to introduce ModSum TC601R 101452, 101462, 101470 and 101520. The MMEL TRS No 02 Rev. "A" modifies item 34-42-01 "Ground Proximity Warning System" to introduce ModSum TC601R15984.	Superseded by Rev. 15 dated May 11/05.
59	52-1	B. Jupp, Chief, Flight Test for Minister of Transport, 10 Sept 2003.	Introduces new item (52-11-05) for Passenger Door Handrail Quick-Release Pins.	Superseded by Rev. 14 dated June 03/04.

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	TpRv-9

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
60	22-3	B. Jupp, Chief, Flight Test for Minister of Transport, 07 July 2003.	Introduces new item (22-22-01) Yaw Dampers.	Superseded by Rev. 14 dated June 03/04.
61	25-5 25-7 26-4	MMEL TRS No 09, 10 and 11 was approved by: B. Jupp, Chief, Flight Test for Minister of Transport respectively on 01, 15 and 19 September 2005.	TR 61: 1) Modifies item 25-22-01 “Flight Attendant Seats” to introduce a sub-item for CL 600-2B19 model, 2) Adds item 25-42-01 “Lavatory Door Springs” for all models, and 3) Modifies item 26-15-01 “Cargo Compartment Smoke Detectors” to introduce ModSum TC601R101264 for CL 600-2B19 model.	Superseded by Rev. 17 dated August 09/06.
62	34-5	B. Jupp, Chief, Flight Test for Minister of Transport, 09 July 2003.	Splits 600-2B19 and 600- 2C10/600-2D24 reliefs in item 34-44-01 Radio Altimeter.	Superseded by TR 65.
63	27-4	B. Jupp, Chief, Flight Test for Minister of Transport, 11 December 2003.	Introduces new item 27-51-04 for the Slat Disconnect Detection System.	Superseded by Rev. 14 dated June 03/04.
64	25-03	B. Jupp, Chief, Flight Test for Minister of Transport, 21 January 2004.	Modifies item (25-22-01) for Flight Attendant Seats.	Superseded by Rev. 14 dated June 03/04.
65	27-8 34-5	B. Jupp, Chief, Flight Test for Minister of Transport, 21 January 2004.	Introduces a new sub-item to Spoiler Stabilizer Control System (27-65-02) and a modification to the Radio altimeter (34-44-01).	Superseded by Rev. 14 dated June 03/04.

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	TpRv-10

**RECORD OF TEMPORARY REVISIONS (cont'd)**

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
66	27-6 27-7	B. Jupp, Chief, Flight Test for Minister of Transport, 04 Dec 2003.	Deletes sub-item 3) “Spoileron Channels” in item 62-01 “Spoiler Electronic Control Unit (SECU) Channels” and deletes item 27-62-03 “Spoileron PCUs” temporarily.	Superseded by Rev. 14 dated June 03/04.
67	29-2	B. Jupp, Chief, Flight Test for Minister of Transport, 18 Dec 2004.	Introduces new item (29-11-08) “Hydraulic Firewall SOV” (CL 600-2C10/-2D24).	Superseded by Rev. 14 dated June 03/04.



**CL-600-2B19 / CL-600-2C10 / CL-600-2D15 / CL-600-2D24 Canadair Regional Jet**

**M MEL USER COMMENTS**

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

**FAX to:** (514) 855-7970  
Bombardier Aerospace  
MMEL Section Chief

OR

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

OR

**Mail to:** address on back of this page

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

**The MMEL requires the following correction or clarification:**

ATA Chapter / MMEL Item No.:	
Page No.:	Page Date:

**OUR RESPONSE**

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

---

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

Attention: MMEL Section Chief  
Dept. 066

---

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	LEP-1

**LIST OF EFFECTIVE PAGES**

<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>	<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>
<b><u>PAGE</u></b>		<b><u>PAGE</u></b>	
Title Page	August 09/06	Definitions	
Table of Contents		Def-1	June 30/05
TOC-1	June 30/05	Def-2	June 30/05
TOC-2	June 30/05	Def-3	June 30/05
Manual	August 09/06	Def-4	August 09/06
Approval Page		Def-5	August 09/06
		Def-6	August 09/06
Record of Revisions		Abbreviations and Acronyms	
Rev-1	June 30/05	Abb-1	August 09/06
Rev-2	June 30/05	Abb-2	June 30/05
Rev-3	June 30/05	Abb-3	June 30/05
Rev-4	June 30/05	Abb-4	June 30/05
Rev-5	June 30/05	Abb-5	June 30/05
Rev-6	June 30/05	Abb-6	June 30/05
Rev-7	August 09/06	Abb-7	June 30/05
Rev-8	August 09/06	Abb-8	June 30/05
Record of Temporary Revisions		Abb-9	June 30/05
TpRv-1	June 30/05	Abb-10	June 30/05
TpRv-3	June 30/05	Abb-11	June 30/05
TpRv-4	June 30/05	Abb-12	June 30/05
TpRv-5	June 30/05	Preamble	
TpRv-6	June 30/05	Pre-1	June 30/05
TpRv-7	June 30/05	Pre-2	June 30/05
TpRv-8	June 30/05	21 Air Conditioning	
TpRv-9	August 09/06	21-1	June 30/05
TpRv-10	August 09/06	21-2	June 30/05
User	June 30/05	21-3	August 09/06
Comments		21-4	June 30/05
List of Effective Pages		21-5	August 09/06
LEP-1	August 09/06	21-6	August 09/06
LEP-2	August 09/06	21-7	August 09/06
LEP-3	August 09/06	21-8	June 30/05
LEP-4	August 09/06	21-9	June 30/05
Highlights Of Change		21-10	June 30/05
HOC-1	August 09/06	21-11	June 30/05
HOC-2	August 09/06	21-12	June 30/05
HOC-3	August 09/06	21-13	June 30/05
HOC-4	August 09/06	21-14	June 30/05
		21-15	June 30/05
		21-16	June 30/05
		21-17	June 30/05
		21-18	June 30/05

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	LEP-2

**LIST OF EFFECTIVE PAGES (cont'd)**

<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>	<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>
<b><u>PAGE</u></b>		<b><u>PAGE</u></b>	
21-19	June 30/05	25 Equipment/Furnishings	
21-20	June 30/05	25-1	August 09/06
21-21	June 30/05	25-2	June 30/05
21-22	June 30/05	25-3	June 30/05
21-23	June 30/05	25-4	June 30/05
21-24	June 30/05	25-5	June 30/05
		25-6	August 09/06
22 Auto Flight		25-7	August 09/06
22-1	June 30/05	25-8	August 09/06
22-2	June 30/05	25-9	June 30/05
22-3	June 30/05	25-10	June 30/05
22-4	June 30/05	25-11	June 30/05
		25-12	June 30/05
23 Communications		25-13	June 30/05
23-1	August 09/06	25-14	June 30/05
23-2	June 30/05		
23-3	August 09/06	26 Fire Protection	
23-4	August 09/06	26-1	June 30/05
23-5	June 30/05	26-2	June 30/05
23-6	June 30/05	26-3	June 30/05
23-7	June 30/05	26-4	August 09/06
23-8	August 09/06	26-5	June 30/05
23-9	June 30/05	26-6	June 30/05
23-10	June 30/05	26-7	June 30/05
		26-8	June 30/05
24 Electrical Power		27 Flight Controls	
24-1	June 30/05	27-1	June 30/05
24-2	June 30/05	27-2	June 30/05
24-3	August 09/06	27-3	June 30/05
24-4	August 09/06	27-4	June 30/05
24-5	August 09/06	27-5	June 30/05
24-6	June 30/05	27-6	June 30/05
24-7	June 30/05	27-7	June 30/05
24-8	June 30/05	27-8	June 30/05
24-9	June 30/05	27-9	June 30/05
24-10	June 30/05	27-10	August 09/06
24-11	June 30/05	27-11	June 30/05
24-12	June 30/05	27-12	June 30/05
24-13	August 09/06		
24-14	June 30/05		

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	LEP-3

**LIST OF EFFECTIVE PAGES (cont'd)**

<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>	<b><u>CHAPTER</u></b>	<b><u>DATE</u></b>
<b><u>PAGE</u></b>		<b><u>PAGE</u></b>	
28 Fuel		32 Landing Gear	
28-1	June 30/05	32-1	June 30/05
28-2	August 09/06	32-2	June 30/05
28-3	August 09/06	32-3	June 30/05
28-4	August 09/06	32-4	June 30/05
28-5	August 09/06	32-5	June 30/05
28-6	June 30/05	32-6	June 30/05
28-7	June 30/05		
28-8	August 09/06	33 Lights	
28-9	August 09/06	33-1	June 30/05
28-10	August 09/06	33-2	August 09/06
28-11	August 09/06	33-3	August 09/06
28-12	August 09/06	33-4	June 30/05
28-13	June 30/05	33-5	June 30/05
28-14	June 30/05	33-6	August 09/06
		33-7	June 30/05
29 Hydraulic Power		33-8	June 30/05
29-1	June 30/05	33-9	June 30/05
29-2	June 30/05	33-10	June 30/05
29-3	August 09/06	33-11	June 30/05
29-4	August 09/06	33-12	June 30/05
29-5	August 09/06	33-13	June 30/05
29-6	June 30/05	33-14	June 30/05
		33-15	June 30/05
30 Ice & Rain Protection		33-16	June 30/05
30-1	June 30/05		
30-2	June 30/05	34 Navigation	
30-3	June 30/05	34-1	June 30/05
30-4	June 30/05	34-2	June 30/05
30-5	June 30/05	34-3	June 30/05
30-6	August 09/06	34-4	August 09/06
30-7	August 09/06	34-5	June 30/05
30-8	August 09/06	34-6	June 30/05
30-9	June 30/05	34-7	June 30/05
30-10	June 30/05	34-8	June 30/05
30-11	June 30/05		
30-12	August 09/06	35 Oxygen	
		35-1	August 09/06
31 Instruments		35-2	June 30/05
31-1	June 30/05	35-3	June 30/05
31-2	June 30/05	35-4	June 30/05
31-3	June 30/05		
31-4	June 30/05		

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - NO de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	LEP-4

**LIST OF EFFECTIVE PAGES (cont'd)**

**CHAPTER  
PAGE**

**DATE**

36 Pneumatics

36-1      June 30/05  
36-2      June 30/05  
36-3      June 30/05  
36-4      June 30/05  
36-5      June 30/05  
36-6      June 30/05  
36-7      June 30/05  
36-8      June 30/05  
36-9      June 30/05  
36-10     June 30/05

74 Ignition

74-1      August 09/06  
74-2      August 09/06

76 Engine Control

76-1      June 30/05  
76-2      June 30/05

77 Engine Indicating

77-1      June 30/05  
77-2      June 30/05

38 Water/Waste

38-1      June 30/05  
38-2      August 09/06

78 Exhaust

78-1      June 30/05  
78-2      June 30/05

45 Central Maintenance Systems

45-1      June 30/05  
45-2      June 30/05

79 Oil

79-1      August 09/06  
79-2      June 30/05

49 Airborne Auxiliary Power

49-1      June 30/05  
49-2      June 30/05  
49-3      June 30/05  
49-4      June 30/05

80 Starting

80-1      August 09/06  
80-2      June 30/05

52 Doors

52-1      June 30/05  
52-2      August 09/06  
52-3      June 30/05  
52-4      June 30/05  
52-5      June 30/05  
52-6      June 30/05  
52-7      June 30/05  
52-8      June 30/05

73 Engine Fuel and Control

73-1      August 09/06  
73-2      August 09/06

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b> HOC-1
	<b>Date:</b> August 09/06	

**HIGHLIGHTS OF CHANGE**

**Revision 17** introduces new items, has technical and editorial changes.

The Temporary Revision No 61 is superseded by Rev. 17.

**SUMMARY OF TECHNICAL AND EDITORIAL CHANGES**

Item No	Type of change	Summary of changes
21-24-06	Editorial	<ul style="list-style-type: none"> <li>– Sub-item 1) without SB 601R-52-001(Enlarged vent flap) and sub-item 2) with SB 601R-52-001(Enlarged Vent Flap) have the same limitations and are combined under one set of provisos (C/1/0) with the same limitations.</li> <li>– Remaining sub-item is re-numbered accordingly.</li> </ul>
	Editorial	
21-31-02	Editorial	<ul style="list-style-type: none"> <li>– Operational (O) procedure removed from the first set of limitations.</li> <li>– “Both” is removed from sub-item 2).</li> </ul>
	Editorial	
21-32-01	Technical	<ul style="list-style-type: none"> <li>– New item introduced for CRJ 705 and 900.</li> </ul>
21-40-01	Editorial	<ul style="list-style-type: none"> <li>– The applicability for CRJ 700, 705, and 900 are the same, and therefore, are combined and written as: “(600-2C10, 600-2D15 and 600-2D24 without ASB 670BA-21-011, or 600-2C10, 600-600-2D15, and 600-2D24 with ASB 670BA-21-011 and SB 670BA-21-013)”.</li> </ul>
23-12-01	Technical	<ul style="list-style-type: none"> <li>– Three asterisks have been added for the item.</li> </ul>
23-22-01	Technical	<ul style="list-style-type: none"> <li>– Item ACARS including printer has been split into two items: ACARS and ACARS’s Printer.</li> <li>– “ARINC” has been changed to “Aircraft”.</li> </ul>
	Editorial	
23-22-03	Technical	<ul style="list-style-type: none"> <li>– New item is introduced (as described in MMEL item 23-22-01).</li> </ul>
23-31-01	Technical	<ul style="list-style-type: none"> <li>– For sub-item “PA” Switch Lights 1) a), Number Installed is changed from “2” to “-“.</li> <li>– For sub-item “PA” Switch Lights 2) a), Number Installed is changed from “2” to “3“.</li> </ul>
	Technical	
23-40-01	Technical	<ul style="list-style-type: none"> <li>– New sub-item 2) d) Mid Cabin Flight Attendant Call Lights is introduced for Interphone Alerting Function, and</li> <li>– Sub-items numbering is changed accordingly.</li> </ul>
	Editorial	
24-11-01	Editorial	<ul style="list-style-type: none"> <li>– In sub-item 3) Generators (600-2B19), the symbol (O) is to be removed since no operational procedure is required (other than those in the limitations) and has never been submitted for approval.</li> </ul>

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	HOC-2

**SUMMARY OF TECHNICAL AND EDITORIAL CHANGES (cont'd)**

Item No	Type of change	Summary of changes
24-22-01	Editorial	– In sub-item 1), proviso a) and in sub-item 2), proviso a), the acronyms GEN1 and GEN2 are changed to IDG1 and IDG2 respectively.
24-51-02	Editorial	– In proviso a), the acronyms GEN1 and GEN2 are changed to IDG1 and IDG2 respectively.
25-11-01	Technical Technical Editorial	– Sub-item 3) is broken down into two sub-items 3) Height Adjustments and 4) Fore/Aft Adjustments; – Two additional sub-items, 5) Recline Adjustments and 6) Thigh Supports is added; – Like seats made in plural, articles “the” are removed as per FAA Policy Letter – 31.
25-40-02	Editorial	– The sequence numbers are changed/corrected for Lavatory Waste Compartment Access Door / Flap Assembly and Lavatory NO SMOKING Placards.
25-40-03	Editorial	– Item number is modified (as described in MMEL item 25-40-02).
25-51-01	Technical Technical	– The item title has been changed to Baggage Retrieval Modules; – A number of installed and proviso have been changed accordingly.
27-65-01	Technical	– Deletion of proviso e) in sub-item 2).
28-13-07	Technical Technical	– Item is re-introduced for CL-600-2C10 model. – Item is introduced for CL-600-2D15/-2D24 model.
28-13-08	Technical Technical	– Item is re-introduced for CL-600-2C10 model. – Item is introduced for CL-600-2D15/-2D24 model.
28-13-10	Technical Technical	– Item is re-introduced for CL-600-2C10 model. – Item is introduced for CL-600-2D15/-2D24 model.
28-23-01	Technical Technical Technical Technical	– Limitation c) of the first set of provisos and second set of provisos are deleted. – Limitation concerning the “fuel feed line check valve” and its associated Operational (O) and Maintenance (M) procedure are removed. – The complete Operational (O) procedure and its associated (O) symbol are removed. – New relief added for CL-600-2C10/-2D15/-2D24.
28-23-02	Technical	– New relief added for CL-600-2B19/-2C10/-2D15 and 2D24.
28-25-03	Editorial	– “SOV”, within item title, is to be written in plural as “SOVs”.
28-41-01	Editorial Technical Technical	– Wording “power crossflow valves” is changed to “Power Crossflow SOV” for CL-600-2B19 in order to reflect the associated MMEL Item. – Item is re-introduced for CL-600-2C10 model. – Item is introduced for CL-600-2D15/-2D24 model.



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b> HOC-3
	<b>Date:</b> August 09/06	

**SUMMARY OF TECHNICAL AND EDITORIAL CHANGES (cont'd)**

Item No	Type of change	Summary of changes
28-41-02	Editorial Technical Technical	<ul style="list-style-type: none"> <li>– Item title is modified for all models.</li> <li>– Item is re-introduced for CL-600-2C10 model</li> <li>– Item is introduced for CL-600-2D15/-2D24 model.</li> </ul>
28-41-03	Technical Technical	<ul style="list-style-type: none"> <li>– Item is re-introduced for CL-600-2C10 model.</li> <li>– Item is introduced for CL-600-2D15/-2D24 model.</li> </ul>
29-11-08	Editorial	<ul style="list-style-type: none"> <li>– “SOV”, within item title, is to be written in plural as “SOVs”.</li> </ul>
29-31-01	Editorial Editorial Technical	<ul style="list-style-type: none"> <li>– Item is renamed.</li> <li>– Operational (O) procedure is re-organized.</li> <li>– Operational (O) procedure is modified.</li> </ul>
29-34-01	Editorial Technical	<ul style="list-style-type: none"> <li>– Item is renamed.</li> <li>– Operational (O) procedure is slightly modified.</li> </ul>
30-81-01	Editorial Technical  Technical Technical	<ul style="list-style-type: none"> <li>– In the second set of provisos, the wording “and” is replaced (for all CRJs).</li> <li>– A new set of proviso is introduced for the –2C10/-2D15/-2D24 and A/2/0 case during day operations.</li> <li>– Various notes are added in the Operational procedure of the DDG (for all CRJs).</li> <li>– A new maintenance procedure is added for the –2C10/-2D15/-2D24 and C/2/1 case in order to verify that the remaining ice detection system is operative.</li> </ul>
30-22-03	Editorial	<ul style="list-style-type: none"> <li>– The word “Transducer” is to be written in plural as “Transducers”.</li> </ul>
30-31-01	Editorial  Editorial	<ul style="list-style-type: none"> <li>– In sub-item 3) Angle-of-Attack Vane Heater, the word “Heater” is to be written in plural as “Heaters”.</li> <li>– In sub-item 7) Engine T2 Prove Heater, the word “Heater” is to be written in plural as “Heaters”.</li> </ul>
33-21-01	Technical	<ul style="list-style-type: none"> <li>– Provisos “no two adjacent or opposite lights” in 1 b) a), 1 b) b), 1 c) b), 2 a) are revised for clarification.</li> </ul>
33-21-03	Editorial	<ul style="list-style-type: none"> <li>– The sequence number is changed to 33-21-02 for Stair Lights.</li> </ul>
33-41-01	Editorial  Editorial	<ul style="list-style-type: none"> <li>– Within sub-items 1), Nose Lights and Wing Lights are identified as sub-item a) Nose Lights and b) Wing Lights;</li> <li>– Also “Nose Lights” is written in singular “Nose Light”.</li> </ul>
34-42-01	Technical  Editorial Editorial	<ul style="list-style-type: none"> <li>– Limitation c) is added to sub-item 5) a), Windshear Mode (Mode 7), for 600-2B19 without ModSum TC601R15984.</li> <li>– Set of proviso 5) b) and 5) c) are joined together;</li> <li>– Brackets are added to specify if the aircraft model is with or without ModSum.</li> </ul>
35-12-02	Technical	<ul style="list-style-type: none"> <li>– New item is introduced for all CRJ models.</li> </ul>

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - NO de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	HOC-4

**SUMMARY OF TECHNICAL AND EDITORIAL CHANGES (cont'd)**

Item No	Type of change	Summary of changes
38-30-02	Editorial	– Title is changed to: Lavatory Service Indicator Lights. This item was submitted and approved on last TCCA MMEL Rev. 16 proposal review.
52-21-01	Editorial	– NOTE 2 is replaced by the standard NOTE: “For the purpose of this item “aircraft crew” is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.” This NOTE is also used in following items: 23-31-01, 23-40-02, and 33-51-02.
73-21-01	Technical Technical Technical Technical	– For L (R) FADEC FAULT 2, the first set of provisos requiring a repair interval of 10 days is removed. – For L (R) FADEC FAULT 2, maintenance procedure for the second set of provisos has been removed. – Wording in both remaining reliefs as been changed to the standardized “system redundancy may be degraded ...”. – For L (R) FADEC FAULT 1, the set of provisos has been split into 3 sets of provisos in order to address maintenance check when both L FADEC FAULT 1 and R FADEC FAULT 1 messages are displayed.
73-31-03	Editorial	– The word “System” is to be written in plural as “Systems”.
73-31-04	Editorial	– The word “System” is written in plural as “Systems”.
74-11-01	Technical Technical Editorial	– Provisos: “Take-off in heavy precipitation or on runway covered with standing water, slush or snow is prohibited”, are removed. – Provisos requiring: “Operations are conducted in according with AFM Limitations”, are removed. The AFM limitation must be complied by flight crew in any flight condition regardless MMEL configuration of the aircraft. – Sub-item of sub-item 1) and 2) are re-named as a) A Systems and b) B Systems.
79-30-01	Technical	– New item (with two sets of provisos) is introduced.
80-10-03	Editorial	– Wording “Switch” within the title is written in plural as “Switches”.
80-11-03	Editorial	– Wording “Valve” within the title is written in plural as “Valves”.

---

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

---

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b>
	<b>Date:</b> June 30/05	Def-1

**DEFINITIONS**

**COLUMN 1**

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

**Category "A":** Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL, excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

**Category "B":** Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook. For example, if it were recorded at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

**Category "C":** Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would end at midnight February 5th.

**Category "D":** Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

The letter designators are inserted adjacent to Column 2.

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

**COLUMN 2**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Def-2

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

**COLUMN 3**

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

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

**COLUMN 4**

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

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

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

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

These procedures are outlined in the Dispatch Deviation Guide, CSP A-091 (600-2B19), CSP-BC-091 (600-2C10/2D15/2D24). If a procedure is not covered in the Dispatch Deviation Guide, the procedural requirements can be found in the provisos of the MMEL or in the relevant Airplane Flight Manual (AFM).

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

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Revision N° - N° de révision:</b>	16	<b>Page</b>
	<b>Date:</b>	June 30/05	Def-3

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

**ADDITIONAL DEFINITIONS**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	Def-4

10. **"Extended Overwater Operations"** means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
11. **"Federal Aviation Regulations"** (FARs) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
12. **"Flight Day"** means a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
13. **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
14. **"Inoperative"** means a system and/or a component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
15. **Inoperative components of an inoperative system:** Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
16. **"Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as , but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
17. **Placarding:** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.  
  
**NOTE:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
18. **"Visual Flight Rules" (VFR)** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
19. **"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.
20. **"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.
21. **"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.

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
	<b>Date:</b> August 09/06	Def-5

22. **“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.

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 17	<b>Page</b> Def-6
	<b>Date:</b> August 09/06	

THIS PAGE INTENTIONALLY LEFT BLANK



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	Abb-1

**ABBREVIATIONS and ACRONYMS**

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

**A**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-2

ASYM	Asymmetrical	AUTO BAL	Automatic Balance
ATA	Air Transport Association	AUTO XFER	Automatic Transfer
ATC	Air Traffic Control	AUX	Auxiliary
ATT	Attitude	AV	Avionics
ATTD	Attitude	AVAIL	Available
ATTND	Attendant	AZ	Azimuth
AUTO	Automatic		

**B**

B/AIR	Bleed Air	BK	Brake
B/C	Back Course	BLD	Bleed
B/CRS	Back Course	BOOM	Headset microphone
B/LEAK	Bleed Leak	BRG	Bearing
BARO	Barometric	BRKR(s)	Breaker(s)
BAT	Battery	BRT	Bright
BATT	Battery	BTL	Bottle
BDI	Bearing Distance Indicator	BTMS	Brake Temperature Monitoring System
BFO	Beat Frequency Oscillator	BTMU	Brake Temperature Monitoring Unit
BITE	Built-In-Test Equipment	BYPS	Bypass

**C**

C	Center, Caution, Cabin	CCW	Counter Clockwise
CAA	Civil Aviation Authority (UK)	CDL	Configuration Deviation List
CAL	Calibrate	CDP	Compressor Discharge Pressure
CAP	Capture	CDU	Control Display Unit
CAPT	Captain	CFM	Cubic Feet Per Minute
CAS	Calibrated Air Speed	CG	Center of Gravity
CARs	Canadian Aviation Regulations	CH	Chapter, Channel
CAT	Category	CHAN	Channel
CAT II	Category II	CHGR	Charger
CB, C/B	Circuit Breaker	CHR	Chronograph
CBP	Circuit Breaker Panel	CHRT	Chart

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b>	16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b>	June 30/05	Abb-3

CK	Check	CONN	Connection
CKPT	Cockpit	CONT	Control, Continuous, Contactor, Controller
CKT	Circuit		
CLB	Climb	COOL	Cooling
CLK	Clock	CORR	Correction
cm	Centimeters	CPAM	Cabin Pressure Acquisition Module
CMD	Command		
CMPS	Compass	CPLT	Copilot
CMPTR	Computer	CRS	Course
CO <sub>2</sub>	Carbon Dioxide	CRT	Cathode Ray Tube
COM	Communication	CRZ	Cruise
COMM	Communication	CSD	Constant Speed Drive
COMP	Compressor, Comparator	CTR	Center
COMPT	Compartment	CVR	Cockpit Voice Recorder
COND	Condition, Continued	CW	Clockwise
CONFIG	Configuration	CYL	Cylinder

**D**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-4

**E**

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

**F**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-5

**G**

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

**H**

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

**I**

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-6

IB,I/B,INBD	Inboard	INHIB	Inhibit
I/C	Intercom, Inspection Check	INOP	Inoperative
IAPS	Integrated Avionics Processor System	INPH	Interphone
IAS	Indicated Air Speed	INSP	Inspection
ICAO	International Civil Aviation Organization	INST(S)	Instrument(s)
ICS	Idle Corrected Speed	INST, INSTR	Instrument
ILS	Instrument Landing System	INT	Internal, Integral, Intersection
IM	ILS Inner Marker	INTEG	Integral IRS
IMC	Instrument Meteorological Conditions	IRU	Inertial Reference Unit
IMP.	Imperial	ISA	International Standard Atmosphere
in.	Inch, Inches	ISO	International Standard Organization
in. Hg	Inches of Mercury	ISOL	Isolation, Isolated
INCR	Increase	ITT	Inter Turbine Temperature
IND	Indication, Indicator		
INFLT	In Flight		

**J**

JAA	Joint Aviation Authorities
-----	-------------------------------

**K**

K, KT, KTS	Knots	KIAS	Knots Indicated Airspeed
kg	Kilogram(s)		
kHz	Kilohertz	kW(s)	Kilowatt(s)

**L**

L	Left, Landing	LCN	Load Classification Number
L/T	Landing/Taxi		
LAV	Lavatory	LCV	Load Control Valve
lb	Pound(s)	LDG	Landing Gear
		LDG GR	Landing Gear

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-7

LDU	Lamp Driver Unit	LOM, MM	Compass Locator at Outer Marker
LE	Leading Edge		
LG	Landing Gear	LOP	Low Oil Pressure
LGC	Landing Gear Controller	LP	Low Pressure
		LPM	Liter Per Minute
LGW	Landing Gross Weight	LR	Left Rear
LH	Left Hand	LRC	Long Range Cruise
LIM	Limit	LRU	Line Replaceable Unit
LK	Leak	LSB	Lower Side Band
LN	Left Nose	LT(s)	Light(s)
LNAV	Lateral Navigation	LW	Left Wing
LOC	ILS Localizer	LWD	Left Wing Down
LOGO	Logo Graphic	LWR	Lower

**M**

M	Mach Number	MEL	Minimum Equipment List
m	Meter		
MAA	Maximum Authorized IFR Altitude	MFD	Multifunction Display
		MGP	MLS Glideslope
MAC	Mean Aerodynamic Chord	MHz	Megahertz
		MI	Miles
MAG	Magnetic	MIC	Microphone
MAINT	Maintenance	MID AFT	Middle Afterward
MALF	Malfunction	MID FWD	Middle Forward
MAB	Manual	MILS	.001 of an inch
MAP	Ground Map (WXR)	MIN	Minimum
MAX	Maximum	MISC	Miscellaneous
MAZ	MLS Azimuth	MKR	Marker
MB	Millibars	MLG	Main Landing Gear
MCA	Minimum Crossing Altitude	MLI	Magnetic Level Indicator
MCT	Maximum Continuous Thrust	MLS	Microwave Landing System
MDA	Minimum Descent Altitude	MLW	Maximum Landing Weight
MEA	Minimum Enroute IFR Altitude	MM	ILS Middle Marker
		MMEL	Master Minimum Equipment List
MECH	Mechanic		
MED	Medium		

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-8

MMO	Maximum Operating Speed in Mach Number	MSG	Message
MOCA	Minimum Obstruction Clearance Altitude	MSL	Mean Sea Level
MOD	Module	MTBF	Mean Time Before Failure
MON	Monitor	MTG	Miles to Go
MPH	Miles Per Hour	MTOW	Maximum Takeoff Weight
MRA	Minimum Reception Altitude	MTW	Maximum Taxi Weight
		MZFW	Maximum Zero Fuel Weight

**Misc**

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

**N**

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

**N**

OAT	Outside Air Temperature	OEW	Operating Empty Weight
OB/OUTBD	Outboard	OH, OVHD	Overhead
OBS	Observer	OK	Okay
OEI	One Engine Inoperative	OM	ILS Outer Marker
		OVBD	Overboard



**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-9

OVHT, OH	Overheat	OVSPD	Overspeed
OVLD	Overload	OVTEMP	Over Temperature
OVSP	Overspeed	OXY, O <sub>2</sub>	Oxygen

**P**

P#6	Panel 6	PRI	Primary
P/S	Pitot/Static	PRIM	Primary
PA	Passenger Address	PROC	Procedure
PASS	Passenger	PROT	Protection
PBE	Portable Breathing Equipment (Smoke Hood)	PROX	Proximity
PCU	Power Control Unit	PSEU	Proximity Sensor Electronics Unit
PF	Pilot Flying	PSI	Pounds Per Square Inch
PFD	Primary Flight Display	PSIG	Pounds Per Square Inch Gauge
PLA	Power Lever Angle	PSS	Proximity Sensor System
PLT(s)	Pilot(s)	PSU	Passenger Service Unit
PNF	Pilot Not Flying	PT2	Engine Inlet Pressure
PNLS(s)	Panel(s)	PTCT	Protect
PO	Outside Air Pressure	PTT	Push To Talk
POS	Position	PWR	Power
PPH	Pounds Per Hour		
PRESS	Pressure, Pressurization		

**Q**

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

**R**

R	Right	RCCB	Remote Controlled Circuit Breaker
RA	Radio Altitude	RCDR	Recorder
RAT	Resolution Advisory	RCVR	Receiver
	Ram Air Turbine		

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-10

RDR	Radar	RT, R/T	Receiver-Transmitter
REC	Receiver, Recorder	RTE DATA	Route Data
RECOG	Recognition	RTO	Rejected Takeoff
REF(s)	Reference(s)	RTU	Radio Tuning Unit
REFL	Refuel	RUD	Rudder
REV	Reverse	RVR	Runway Visual Range
RH	Right Hand	RVSM	Reduced Vertical Separation Minimum
RMI	Radio Magnetic Indicator	RVSR	Reverser
ROT	Rotation	RW	Right Wing
RPM	Revolutions Per Minute	RWD	Right Wing Down
		RWY	Runway

**S**

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

**T**

TA	Traffic Alert	TAT	Total Air Temperature
T/C	Top of Climb	TCAS	Traffic Alert and Collision Avoidance System
T/D	Top of Descent		
T/R	Thrust Reverser	TE	Trailing Edge
TACAN	UHF Tactical Air Navigation Aid	TEMP	Temperature
TAS	True Airspeed	TGT	Target

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b>	16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b>	June 30/05	Abb-11

TO, T/O	Takeoff	TRU	Transformer Rectifier Unit
TOL	Tolerance		
TRB, TURB	Turbulence	TT2	Engine Inlet Temperature
TRK	Track		
TRM	Trim		

**U**

UNSCHD	Unscheduled	USG	United States Gallons
USB	Upper Side Band	UTIL	Utility

**V**

V	Volt	VMO/MMO	Maximum Operating Limit Speed
VA	Design Maneuvering Speed VB	VMU	Minimum Unstick Speed
	Maximum Gust Intensity	VNE	Never-exceed Speed
VC	Design Cruising Speed	VNO	Maximum Structural Cruising Speed
VD	Design Diving Speed	VR	Rotation Speed
VDF/MDF	Demonstrated flight diving speed.	VS	Stalling Speed or the Minimum Steady Flight Speed at which the Airplane is Controllable
VF	Design Flap Speed		
VDF/MFC	Maximum Speed for Stability Characteristics	VS0	Stalling Speed or the Minimum Steady Flight Speed in the Landing Configuration
VFE	Maximum Flap Extended Speed		
VH	Maximum Speed in Level Flight with Maximum Continuous Power	VS1	Stalling Speed or the Minimum Steady Flight Speed Obtained in a Specific Configuration
VLE	Maximum Landing Gear Extended Speed	VX	Speed for Best Angle of Climb
VLO	Maximum Landing Gear Operating Speed	VY	Speed for Best Rate of Climb
VLOF	Lift-off Speed		
VMC	Minimum Control Speed with the Critical Engine Inoperative		Safety Speed

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	Abb-12

V1	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)	VIB	Vibration
		VMC	Visual Meteorological Conditions
V2	Takeoff Safety Speed	VNAV	Vertical Navigation
V2	Minimum Takeoff Safety Speed	VOL	Volume
V/S	Vertical Speed	VOLT	Voltage
VERT	Vertical	VOR	VHF Omni directional Range Station
VFR	Visual Flight Rules	VORTAC	VOR and TACAN Co-located
VG	Vertical Gyro	VSI	Vertical Speed Indicator
VHF	Very High Frequency (30 - 300 m Hz)		

**W**

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

**X**

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

**Y**

YD, Y/D	Yaw Damper
---------	------------

**Z**

ZFW	Zero Fuel Weight
-----	------------------

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>  Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b>  Pre-1
	<b>Date:</b> June 30/05	

**PREAMBLE**

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

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

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

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

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

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

**DEPARTMENT OF TRANSPORT      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b> Canadair CL 600-2B19/-2C10/-2D15/-2D24	<b>Revision No - No de révision:</b> 16	<b>Page</b> Pre-2
	<b>Date:</b> June 30/05	

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

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

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

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-1

<b>System &amp; Sequence NO Item NO de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>						
22-01    Recirculation Fans						
1) 600-2C10	C	2	0		(M) May be inoperative provided affected fan(s) is deactivated.	
2) 600-2D15, 600-2D24	C	2	0		(M) May be inoperative provided: a) Affected fan(s) is deactivated, b) Inlet Cargo Air SOV is operative or secured CLOSED, c) AIR CONDITIONING Cargo switch is selected to OFF, and d) Live animals are not carried in cargo compartment.	
23-01    FWD Exhaust Fan						
1) Galley (600-2B19)	C	1	0		(M) May be inoperative provided: a) Fan is deactivated, and b) AFT Exhaust Fan is considered inoperative.	
2) Galley (600-2C10, 600-2D15, 600-2D24)	C	1	0		(M) May be inoperative provided fan is deactivated.	
3) Galley/ Lavatory *** (600-2C10, 600-2D15, 600-2D24)	C	1	0		(M) May be inoperative provided fan is deactivated.	
23-02    AFT Exhaust Fan (Lavatory)						
1) 600-2B19	C	1	0		(M) May be inoperative provided: a) Fan is deactivated, and b) FWD Exhaust Fan is considered inoperative.	
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		(M) May be inoperative provided fan is deactivated.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>						
24-01    ARINC Supply Fans (Avionics Cooling) (600-2B19)	C	2	1	1	(M) One may be inoperative provided: a) Exhaust Fan (Avionics Cooling) is verified operative, and b) One Air Conditioning Pack is verified operative.	
24-02    Display Cooling Fans						
1) 600-2B19	C	3	2	2	(M) One may be inoperative provided remaining Display Cooling Fans are verified operative.	
2) 600-2C10, 600-2D15, 600-2D24	C	2	1	1	(M)(O) One may be inoperative provided display check valve is verified operative.	
24-03    Exhaust Fan (Avionics Cooling)						
1) 600-2B19	C	1	0	0	(M) May be inoperative provided: a) Both ARINC Supply Fans are verified operative, b) Two Display Unit Supply Fans are verified operative, and c) Both Air Conditioning Packs are verified operative.	
						NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.
2) 600-2C10 with ModSum 670T10548 (Dual Fan)	C	2	1	1	(M) May be inoperative provided one Air Conditioning Pack is operative.	



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	21-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>							
24-04    Display Units Cooling Air SOV (600-2B19)	C	1	0	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.		
24-05    Inboard Exhaust SOV (600-2B19)	C	1	0	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.		
24-06    Overboard Exhaust SOV (Avionics Cooling) (600-2B19)	C	1	0	0	(M)(O) May be inoperative OPEN provided: a) SOV is secured OPEN, b) Operations are conducted unpressurized at or below 10000 ft. MSL, and c) Extended overwater operations are prohibited.		
1) With S.B. 601R-52-001 (Enlarged vent flap)	C	1	0	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Inboard exhaust SOV is secured OPEN, c) Both Air Conditioning Packs are operative, d) Service door locking mechanism is verified operative, e) Service door is CLOSED, LATCHED and LOCKED, and f) Passenger Door and Service Door Indication Systems are operative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
24-07    Ground Valve (Avionics Cooling) (600-2C10, 600-2D15, 600-2D24)	C	1	0		(M) May be inoperative CLOSED.
31-01    Automatic Cabin Pressurization Controllers					
1) 600-2B19	C	2	1		One may be inoperative provided Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative.
	C	2	0		(O) May be inoperative provided: a) Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative, and b) Operations are conducted unpressurized at or below 10,000 ft MSL.
2) 600-2C10, 600-2D15, 600-2D24	C	2	1		(O) One may be inoperative provided: a) Manual control system is verified operative, and b) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative.
	C	2	0		(O) Both may be inoperative provided: a) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative. b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable).

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	21-5

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>					
31-02 EMER DEPRESS Switch Guard					
1) 600-2B19	C	1	0		May be inoperative or missing provided:   a) Both Air Conditioning Packs are operative, and b) Operations are conducted at or below FL 250.
	C	1	0		(O) May be inoperative or missing provided operations are conducted unpressurized at or below 10,000 ft MSL.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		(O) May be inoperative provided:   a) Operations are conducted unpressurized at or below 10,000 ft MSL, and b) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable).
31-03 Cabin Pressure Control Manual Mode (600-2C10, 600-2D15, 600-2D24)	C	1	0		May be inoperative provided Outflow Valve is considered inoperative.
1) MAN ALT Switch	C	1	0		(O) May be inoperative provided: a) Pressure control is not selected to MAN, b) EMER DEPRESS switch is selected ON, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and e) Extended overwater operations are prohibited.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	21-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>				
32-01    Outflow Valves				
1) 600-2B19	C	2	0	(M)(O) Both may be inoperative provided: a) Affected valve(s) is secured OPEN, b) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, c) Operations are conducted unpressurized at or below 10,000 ft MSL, and d) Extended overwater operations are prohibited.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, c) Extended overwater operations are prohibited, and d) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable).
33-01    Cabin Pressure Monitoring Sub-system				
1) Cabin Pressure Acquisition Module (CPAM) (600-2B19)	C	1	0	(M) May be inoperative provided: a) Both Automatic Cabin Pressurization Controllers are operative, and b) Operations are conducted at or below FL 300.
2) Cabin Pressure Control Panel (CPCP) Pressure Monitoring Function (600-2C10, 600-2D15, 600-2D24)	A	1	0	(O) May be inoperative as indicated by "CPAM FAIL" status message provided: a) Both Automatic Cabin Pressure Controllers are operative, b) Emergency depress system is verified operative, c) Operations are conducted at or below FL 300, and d) Repairs are made within one flight day.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	21-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>						
40-01    Galley Heating System (600-2B19 with SB 601R-25-012 or SB 601R-25-033, and SB 601R-25-034), (600-2C10, 600-2D15, 600-2D24 without ASB 670BA-21-011, or 600-2C10, 600-2D15, 600-2D24 with ASB 670BA-21-011, and SB 670BA-21-013)	C	1	0	0	(M) May be inoperative provided the system is deactivated.	
1) Fan (600-2B19)	C	1	0	0	May be inoperative provided: a) Galley heating fan switch is selected OFF, and b) Galley heating #1 switch is selected OFF.	
2) Heater #1 (600-2B19)	C	1	0	0	May be inoperative provided galley heating #1 switch is selected OFF.	
3) Heater #2 (600-2B19)	C	1	0	0	May be inoperative provided galley heating #2 switch is selected OFF.	
50-01    Ground Air Conditioning Connector Cover *** (600-2B19)	B	1	0	0	(M) May be inoperative or missing provided: a) Connector check valve is verified CLOSED, b) Operations are conducted at or below FL 250, and c) Extended overwater operations are prohibited.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>				
51-01    Air Conditioning Packs 1) 600-2B19	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is verified operative.
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is either verified operative or deactivated OPEN.
	C	2	0	(M)(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Operations are conducted unpressurized at or below 10000 ft. MSL, c) Ram Air SOV is either verified operative or deactivated OPEN, d) EMER DEPRESS switch is selected ON, e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and f) Extended overwater operations are prohibited.
NOTE:    Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.				
(cont'd)				

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-9

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
51-01    Air Conditioning Packs (cont'd) 2) 600-2C10	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram Air SOV is either verified operative or deactivated OPEN, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram Air SOV is verified operative, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram Air SOV is either verified operative or deactivated OPEN, c) Operations are conducted unpressurized at or below 10000 ft. MSL, d) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and e) Extended overwater operations are prohibited.	
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-10

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>				
51-01    Air Conditioning Packs (cont'd)				
3) 600-2D15, 600-2D24	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is either verified operative or deactivated OPEN, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is verified operative, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram Air SOV is either verified operative or deactivated OPEN, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10000 ft. MSL, g) Procedures are established and used to ensure the cargo compartment remains empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) Extended overwater operations are prohibited.
				NOTE:    Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-11

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>				
51-02    Flow Control Valve (FCV) 1) 600-2C10	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	C	2	0	(M)(O) Both FCVs may be inoperative provided: a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are selected OFF, c) Ram Air SOV is either verified operative or deactivated OPEN, d) Operations are conducted unpressurized at or below 10000 ft. MSL, e) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and f) Extended overwater operations are prohibited.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-12

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>				
51-02    Flow Control Valve (FCV) (cont'd)  2) 600-2D15, 600-2D24	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 250, e) Ram Air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 250, e) Ram Air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
(cont'd)				

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-13

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>				
51-02    Flow Control Valve (FCV) (cont'd)				
2) 600-2D15, 600-2D24 (cont'd)	C	2	0	(M)(O) Both FCVs may be inoperative provided: a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are selected OFF, c) Ram Air SOV is either verified operative or deactivated OPEN, d) Inlet Cargo Air SOV is operative or secured CLOSED, e) AIR CONDITIONING Cargo switch is selected to OFF, f) Live animals are not carried in cargo compartment, g) Operations are conducted unpressurized at or below 10000 ft. MSL, h) Procedures are established and used to ensure the cargo compartment remains empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and i) Extended overwater operations are prohibited.
				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-14

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>							
51-03    Air Conditioning Pack "FAULT/OFF" Switch Lights (light function only)	C	2	0				
51-04    Air Conditioning System (600-2C10, 600-2D15, 600-2D24)	C	1	1		(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided:		
					<ul style="list-style-type: none"> <li>a) Associated pack discharge pressure sensor(s) is verified operative once each flight day, and</li> <li>b) Automatic Mode of the associated Cockpit/Cabin Temperature Control System is operative and associated MAN mode is not selected.</li> </ul>		
					NOTE: Pack Discharge Temperature Readout(s) and/or Cockpit TEMP Readout(s) and/or Cabin TEMP Readout(s) and/or Cockpit SEL Readout(s) and/or Cabin SEL Readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic Page.		
	C	1	1		System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status messages provided the associated Air Conditioning Pack(s) is considered inoperative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-15

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>
					<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
51-05    Pack Supply Pressure Indication (600-2B19)	C	2	0	(O)	NOTE:    Pack Supply Pressure Readout on the EICAS ECS Synoptic Page will be replaced by amber dashes and the pack flowline will be black with white outlines.
52-01    Ram Air SOV 1) 600-2B19	C	1	0	(M)(O)	May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH Air Conditioning Pack is operative, c) LH Air Conditioning Pack is selected OFF, and d) Operations are conducted at or below FL 250.  NOTE:    Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.
	C	1	0	(M)(O)	May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is selected OFF, c) Operations are conducted unpressurized at or below 10000 ft. MSL, d) EMER DEPRESS switch is selected ON, e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and f) Extended Overwater operations are prohibited.  NOTE:    Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-16

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
52-01    Ram Air SOV (cont'd) 2) 600-2C10	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 310, and e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH and LH Air Conditioning Packs are selected OFF, c) Operations are conducted unpressurized at or below 10000 ft. MSL, d) Cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non- magnetic metals (such as lead) is acceptable), and e) EMER DEPRESS switch is selected ON.	
3) 600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 250, and e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-17

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>					
52-01    Ram Air SOV (cont'd) 3) 600-2D15, 600-2D24 (cont'd)	C	1	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH and LH Air Conditioning Packs are selected OFF, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10000 ft. MSL, g) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) EMER DEPRESS switch is selected ON.  NOTE:    Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
52-02    Air Conditioning Panel RAM AIR "OPEN" Switchlight (light function only)	C	1	1	0	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-18

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
55-01    Cargo Conditioned Air SOV *** (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.	
	D	1	0	May be inoperative OPEN provided: a) Cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and b) AIR CONDITIONING Cargo switch is selected to OFF.	
55-02    Cargo Fan *** (600-2B19)	D	1	0	(M) May be inoperative provided live animals are not carried in cargo compartment.	



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-19

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>				
55-03    Cargo Exhaust SOV				
1) 600-2B19 ***	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	D	1	0	May be inoperative OPEN provided: a) Cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and b) AIR CONDITIONING Cargo switch is selected to OFF.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	C	1	0	May be inoperative OPEN provided: a) Aft cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and b) AIR CONDITIONING Cargo switch is selected to OFF.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-20

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<u>21 – AIR CONDITIONING</u>				
55-04    Cargo Air SOV				
1) Recirculated *** (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to COND AIR or OFF.
	D	1	0	May be inoperative OPEN provided: a) Cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and b) AIR CONDITIONING Cargo switch is selected to OFF.
2) Inlet (600-2C10)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	C	1	0	May be inoperative OPEN provided: a) Aft cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable), and b) AIR CONDITIONING Cargo switch is selected to OFF.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-21

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>				
55-04    Cargo Air SOV (cont'd)				
3) Inlet	C	1	0	(M) May be inoperative CLOSED provided:
(600-2D15, 600-2D24)				a) SOV is secured CLOSED,
				b) Live animals are not carried in cargo compartment, and
				c) AIR CONDITIONING Cargo switch is selected to OFF.
	C	1	0	May be inoperative OPEN provided:
				a) Aft cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable),
				b) AIR CONDITIONING Cargo switch is selected to OFF,
				c) Both Recirculation Fans are operative,
				d) Both Air Conditioning Packs are operative,
				e) Both Flow Control Valves are operative,
				f) Both Pressure Regulating SOVs are operative, and
				g) Both High Pressure Valves are operative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-22

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>21 – AIR CONDITIONING</b>				
55-05    AFT Cargo Compartment Temperature Control System ***				
1) 600-2B19	D	1	0	(M) May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to FAN or OFF.
2) 600-2C10, 600-2D15, 600-2D24	D	1	0	(M) May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to AIR or OFF.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-23

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	
			<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
<b>21 – AIR CONDITIONING</b>				
61-01 Cabin/Cockpit Temperature Control Systems	C	2	1	(O) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.
1) Automatic Mode	C	2	1	(M) One automatic control may be inoperative provided: a) Associated Manual control is operative, and b) Associated Duct Temperature Indication is operative.
	C	2	0	(M) Both automatic controls may be inoperative provided: a) Both Manual controls are operative, and b) Both Duct Temperature Indications are operative.
2) Manual Mode	C	2	1	(M) One manual control may be inoperative provided: a) Associated Automatic control is operative, and b) Associated Duct Temperature Indication is operative.
	C	2	0	(M) Both manual controls may be inoperative provided: a) Both Automatic controls are operative, and b) Both Duct Temperature Indications are operative.
61-02 EICAS "CABIN TEMP" Indication (600-2B19)	C	1	0	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	21-24

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>21 – AIR CONDITIONING</b>					
61-03    Duct Temperature Indications (COCKPIT and CABIN) (600-2B19)	C	2	0		Both may be inoperative provided associated Cockpit and/or Cabin Automatic Temperature Control Mode is operative.
61-04    Air Conditioning Panel CKPT/CABIN Temperature Control "MAN" Switch Lights (light function only)	C	2	0		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	22-1

1. System & Sequence NO Item No de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>22 – AUTO FLIGHT</b>					
10-01	Autopilot System	C	1	0	<p>Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting system is operative.</p> <p>NOTE 1: Autopilot is required for RVSM Operations.</p> <p>NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.</p>
10-02	Flight Directors	C	2	1	<p>(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot is considered inoperative.</p> <p>NOTE 1: Windshear escape guidance function will be available from the remaining Flight Director.</p> <p>NOTE 2: The TOGA switches will not be affected by the inoperative Flight Director.</p>
		C	2	0	<p>(O) Except where enroute operations or approach procedures require its use, may be inoperative provided:</p> <p style="margin-left: 20px;">a) Autopilot is considered inoperative, and</p> <p style="margin-left: 20px;">b) TOGA switches are considered inoperative.</p> <p>NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.</p>
	1) Flight Director Modes	C	-	-	<p>Except where enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative.</p> <p>NOTE 1: Flight director altitude hold mode is required for RVSM Operations.</p> <p>NOTE 2: Any flight director mode which operates normally may be used.</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	22-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>22 – AUTO FLIGHT</b>							
11-01    Autopilot Disconnect Switches (Control Wheel)	C	2	1		(O) One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.		
	C	2	0		(O) May be inoperative provided Autopilot System is considered inoperative.		
11-02    Flight Director Sync Switches	C	2	0				
11-03    Take-Off/Go-Around (TOGA) Switches (on Thrust Levers)	C	2	0		(O) Both may be inoperative provided Alternate procedures are established and used.		
					NOTE 1: All normal flight director modes are available.		
					NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and take off phases of flight.		
12-01    V-Speed Auto- Synchronization System	C	1	0		May be inoperative provided V-Speed settings are made manually by each pilot.		



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	22-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>22 – AUTO FLIGHT</b>					
12-02					
Integrated Avionics Processor System (IAPS) Input/Output Concentrator (IOC)					
1) 600-2B19	C	4	3	(M)	One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day.
NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS.					
NOTE 2: Although take-off configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.					
2) 600-2C10, 600-2D15, 600-2D24	C	4	3	(M)(O)	One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day.
NOTE: "IAPS DEGRADED" status message will be displayed on EICAS.					
21-01					
Mach Trim System					
	C	1	0		Except where enroute operations require its use, may be inoperative provided operations are conducted at or below 250 KIAS/ .7 M when autopilot is disengaged.
22-00					
Yaw Dampers (600-2C10, 600-2D15, 600-2D24)					
	C	2	1	(M)	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	22-4

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
22 – <u>AUTO FLIGHT</u>		THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	23-1

<b>System &amp; Sequence NO Item NO de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>		
			<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>		
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>		
<b>23 – COMMUNICATIONS</b>					
11-01    VHF Communication Systems	D	-	-	-	Any in excess of those required by Regulations may be inoperative provided it is not powered by the Battery Bus and not required for emergency procedures.
12-01    HF Communication Systems ***	D	-	-	-	Any in excess of those required by Regulations may be inoperative.
21-01    Selective Call System (SELCAL) ***	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	0	May be inoperative provided routine procedures do not require its use.
22-01    Aircraft Communications Addressing and Reporting System (ACARS) ***	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	0	May be inoperative provided routine procedures do not require its use.
22-02    AFIS (Automatic Flight Information System) ***	C	-	0	0	(O) May be inoperative provided alternate procedures are established and used.
22-03    Printer ***	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	0	May be inoperative provided routine procedures do not require its use.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>23 – COMMUNICATIONS</b>					
31-01    Passenger Address System	A	1	0		(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Aircraft crew are the only occupants of the aircraft,</li> <li>b) Alternate procedures are established and used, and</li> <li>c) Repairs are made within one flight day.</li> </ul> NOTE: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.
1) 600-2B19	B	1	0		(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative, and</li> <li>b) Alternate, normal and emergency procedures are established and used.</li> </ul> NOTE: Any station function(s) that operates normally may be used.
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	23-3

1. System & Sequence N° Item N° de système/série article			2. Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
<b>23 – COMMUNICATIONS</b>			
31-01 Passenger Address System (cont'd) 1) 600-2B19 (cont'd) a) Passenger Address "PA" Switch Lights (Interphone Control Unit and Flight Attendant Station) (light function only)	C	-	0 (O) May be inoperative provided: a) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative, and b) Alternate, normal and emergency procedures are established and used.
b) Lavatory Speakers	C	-	0 (O) Alternate, normal and emergency procedures are established and used.
			(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	23-4

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>23 – COMMUNICATIONS</b>				
31-01 Passenger Address System (cont'd)				
2) 600-2C10, 600-2D15, 600-2D24	B	1	0	(O) May be inoperative provided: a) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative, b) Megaphone(s) is/are readily available and operates normally, and c) Alternate, normal and emergency procedures are established and used.  NOTE: Any station function(s) that operates normally may be used.
a) Passenger Address "PA" Switch Lights (Interphone Control Unit and Flight Attendant Station) (light function only)	C	3	0	(O) May be inoperative provided: a) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative, b) Megaphone(s) is/are readily available and operates normally, and c) Alternate, normal and emergency procedures are established and used.  NOTE: Any station function(s) that operates normally may be used.
b) Lavatory Speakers	C	-	0	(O) Alternate, normal and emergency procedures are established and used.
				(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-5

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>23 – COMMUNICATIONS</b>					
31-02	Flight Attendant Handsets	B	-	1	(O) May be inoperative provided: a) Operative handset is located at an operative Flight Attendant Seat Assembly, and b) Alternate communications procedures for affected flight attendant station are established and used.  NOTE: Any handset function(s) that operates normally may be used.
32-01	Prerecorded Announcement and Boarding Music System ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
40-01	Crewmember Interphone System				
	1) Interphone Voice Communication Function				
	a) Flight Deck to Cabin (Audio Control Panel(s) to Cabin)	B	3	1	(O) May be inoperative provided: a) Either pilot or co-pilot flight deck to cabin interphone voice communication function (two way) operates normally, b) Alternate procedures for communication with cabin are established and used.  NOTE: Any station function(s) that operates normally may be used.
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-6

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>
			<b>Number Required For Dispatch Nombre d'articles à expédier</b>
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>23 – COMMUNICATIONS</b>			
40-01    Crewmember Interphone System (cont'd)			
1) Interphone Voice Communication Function (cont'd)			
b) Cabin to Flight Deck (Flight Attendant Station(s) to Flight Deck)	B    -	1	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cabin to flight deck interphone voice communication function (two way) operates normally at least at one flight attendant station,</li> <li>b) Unaffected flight attendant station(s) has an operative Flight Attendant Seat Assembly,</li> <li>c) Unaffected flight attendant station(s) has an operative Flight Attendant Handset, and</li> <li>d) Alternate communication procedures for the affected flight attendant station(s) are established and used.</li> </ul> NOTE: Any station function(s) that operates normally may be used.
c) Cabin to Cabin (Flight Attendant Station(s) to Flight Attendant Station(s))	B    -	0	(O) May be inoperative provided alternate communication procedures for the affected flight attendant station(s) are established and used.  NOTE: Any station function(s) that operates normally may be used.
d) Flight Deck to Ground (Audio Control Panel(s) to Ground)	C    3 D    3	0 0	(O) May be inoperative provided alternate procedures are established and used.  May be inoperative provided procedures do not require its use.  NOTE: Any station function(s) that operates normally may be used.
(cont'd)			



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-7

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>23 – COMMUNICATIONS</b>					
40-01					
Crewmember Interphone System (cont'd)					
1) Interphone Voice Communication Function (cont'd)					
e) Ground to Flight Deck (Maintenance Interphone Station(s) to Flight Deck)	C	4	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	4	0	May be inoperative provided procedures do not require its use.	
				NOTE: Any station function(s) that operates normally may be used.	
2) Interphone Alerting Function					
a) Flight Deck Call Switch Lights ("CALL" and "EMER") (600-2B19)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative.	
				NOTE 1: Flight deck audio alerting system (chime) must always be operative.	
				NOTE 2: Any Flight Deck Call Switch Light function(s) that operates normally may be used.	
b) Flight Deck Call Switch Lights ("CALL" and "EMER") (light function only) (600-2C10, 600-2D15, 600-2D24)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative.	
				NOTE 1: Flight deck audio alerting system (chime) must always be operative.	
				NOTE 2: Any Flight Deck Call Switch Light function(s) that operates normally may be used.	
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	23-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>23 – COMMUNICATIONS</b>					
40-01    Crewmember Interphone System (cont'd)					
2) Interphone Alerting Function (cont'd)					
c) Flight Attendant Call Switch Lights ("ATT", "FLT" and "EMG") (light function only)	B	3	0		(O) May be inoperative provided Passenger Address System is operative.  NOTE:    Any Flight Attendant Call Switch Light function(s) that operates normally may be used.
d) Mid Cabin Flight Attendant Call Lights (Cockpit, Lavatory, Cabin)	B	6	0		(O) May be inoperative provided Passenger Address System is operative.  NOTE:    Any Flight Attendant Call Switch Light function(s) that operates normally may be used.
e) Flight Attendant Audio Alerting System (Chime)	B	1	0		May be inoperative provided Passenger Address System is operative.
f) Mechanic Call Switch Lights (CKPT "CALL" and MECH "CALL")	C	2	0		(O) May be inoperative provided alternate procedures are established and used.
	D	2	0		May be inoperative provided procedures do not require its use.  NOTE:    Any Mechanic Call Switch Light function(s) that operates normally may be used.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-9

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>23 – COMMUNICATIONS</b>							
51-01	Hand Held Microphones	C	2	1	One may be inoperative provided associated Boom Microphone is operative and is used.		
		C	2	0	Both may be inoperative provided: a) Boom Microphones are operative, and b) Spare boom microphone is available in flight compartment.		
51-02	RT/IC Switches						
	1) Pilot's/Copilot's RT/IC Switches	C	4	2	Two may be inoperative provided: a) Switch is not failed in transmit mode, b) One RT/IC switch operates normally for each crew-member, and c) Hand Held Microphone on affected side is operative.		
	2) Observer's RT/IC Switch	B	1	0	May be inoperative provided: a) Switch is not failed in transmit mode, and b) Observer's Seat is considered inoperative.		
51-03	Flight Compartment Speakers	C	2	0	Both may be inoperative provided all flightcrew members on flight deck duty utilize headsets.		
51-04	Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three flight days.		
51-05	Headsets (600-2B19 with both S.B.s 601R-23-004 and 601R-34-013), (600-2C10, 600-2D15, 600-2D24)	D	-	-	Any in excess of those required for each person on flight compartment duty may be inoperative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	23-10

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	
				<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>	
<b>23 – COMMUNICATIONS</b>						
51-06    Observer's Audio Control Panel	B	1	0	0	May be inoperative provided observer's Seat is considered inoperative.	
71-01    Cockpit Voice Recorder (CVR)	A	1	0	0	May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three flight days.	
81-01    #2 Radio Tuning Unit (RTU)	C	1	0	0	May be inoperative provided: a) COM/NAV tuning unit is operative, b) Cross-side tuning on the radio control panel is operative, c) At least one FMS is installed and operative, d) Operations do not require the use of HF, and e) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.  NOTE: With an FMS installed, if RTU #1 fails, all RTU mode selections (COM 1 Squelch ON/OFF, NAV1 Marker sens. LO/HI, NAV1 DME-HOLD, ATC Altitude ON-OFF, ATC ID, ADF ANT, ADF BFO (ON/OFF), TCAS and HF) will be lost; however COM/ NAV frequency tuning will be available through FMS or from the COM/NAV tuning unit.	
82-01    COM/NAV Standby Tuning Unit	C	1	0	0	May be inoperative provided: a) RTU #2 is operative, and b) At least one FMS is installed and operative.	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>					
11-01					
Integrated Drive Generators (IDG)					
1) Constant Speed Drives (600-2B19)	A	2	1		(M)(O) One may be inoperative provided:
					a) Respective GEN 1/2 switch is selected to OFF/RESET
					b) Respective IDG is disconnected,
					c) APU generator is operated continuously throughout flight,
					d) AFM performance corrections for APU ON are applied,
					e) APU Battery is operative,
					f) APU Battery Charger is operative,
					g) Hydraulic AC Motor Pump (ACMP) 3A is operative,
					h) Cross-side Hydraulic AC Motor Pump (ACMP) is selected ON,
					i) Same side Hydraulic AC Motor Pump (ACMP) is operative,
					j) Relay contactor K1XC and K2XD P/N HA4A-039 do not have manufacturing date codes from 0011 through 0050 inclusive, and
					k) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and
					l) Repairs are made after one flight.
					NOTE: Cross-side Hydraulic AC Motor Pump (ACMP) will be disabled in flight. This will be indicated by HYD PUMP 1B(2B) caution message when flaps are extended. No actions are required.
					(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-2

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>				
11-01    Integrated Drive Generators (IDG) (cont'd) 1) Constant Speed Drives (600-2B19) (cont'd)	A	2	1	(M)(O) One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) APU Battery is operative, f) APU Battery Charger is operative, g) Cross-side Hydraulic AC Motor Pump (ACMP) is considered inoperative, h) Relay contactor K1XC and K2XD P/N HA4A-039 do not have manufacturing date codes from 0011 through 0050 inclusive, i) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and j) Repairs are made within 30 engine operating hours (cumulative).
2) Constant Speed Drives (600-2C10, 600-2D15, 600-2D24)	A	2	1	(O) One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) Operations are conducted at or below FL 260, and f) Repairs are made within 100 engine operating hours (cumulative).
(cont'd)				

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	24-3

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>				
11-01				
Integrated Drive Generators (IDG) (cont'd)				
3) Generators (600-2B19)	A	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Respective GEN 1/2 switch is selected to OFF/RESET,</li> <li>b) APU generator is operated continuously throughout flight,</li> <li>c) AFM performance corrections for APU ON are applied,</li> <li>d) APU Battery is operative,</li> <li>e) APU Battery Charger is operative,</li> <li>f) Hydraulic AC Motor Pump (ACMP) 3A is operative,</li> <li>g) Cross-side Hydraulic AC Motor Pump (ACMP) is selected ON,</li> <li>h) Same side Hydraulic AC Motor Pump (ACMP) is operative,</li> <li>i) Relay contactor K1XC and K2XD P/N HA4A-039 do not have manufacturing date codes from 0011 through 0050 inclusive,</li> <li>j) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and</li> <li>k) Repairs are made after one flight.</li> </ul>
				NOTE: Cross-side Hydraulic AC Motor Pump (ACMP) will be disabled in flight. This will be indicated by HYD PUMP 1B(2B) caution message when flaps are extended. No actions are required.
				(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	24-4

<b>1. System &amp; Sequence No Item No de système/série article</b>		<b>2. Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>			
11-01 Integrated Drive Generators (IDG) (cont'd) 3) Generators (600-2B19) (cont'd)	B	2	1 (M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Respective GEN 1/2 switch is selected to OFF/RESET,</li> <li>b) APU generator is operated continuously throughout flight,</li> <li>c) AFM performance corrections for APU ON are applied,</li> <li>d) APU Battery is operative,</li> <li>e) APU Battery Charger is operative,</li> <li>f) Cross-side Hydraulic AC Motor Pump (ACMP) is considered inoperative,</li> <li>g) Relay contactor K1XC and K2XD P/N HA4A-039 do not have manufacturing date codes from 0011 through 0050 inclusive, and</li> <li>h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
4) Generators (600-2C10, 600-2D15, 600-2D24)	B	2	1 One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Respective GEN 1/2 switch is selected to OFF/RESET,</li> <li>b) APU generator is operated continuously throughout flight,</li> <li>c) AFM performance corrections for APU ON are applied, and</li> <li>d) Operations are conducted at or below FL 260.</li> </ul>



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	24-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>							
11-02    IDG 1/2 "FAULT/DISC" Switch Lights (light function only)	C	2	0				
22-01    APU Generator System 1) 600-2B19	C	1	0		(M) May be inoperative provided:		
					a) IDG1 and IDG2 are operative,		
					b) APU GEN switch is selected to OFF/RESET, and		
					c) Relay contactor K1XC and K2XD P/N HA4A- 039 do not have manufacturing date codes from 0011 through 0050 inclusive.		
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		May be inoperative provided:		
					a) IDG1 and IDG2 are operative, and		
					b) APU GEN switch is selected to OFF/RESET.		
23-01    Air Driven Generator (ADG) Auto-deploy System 1) ADG	C	1	0				
Deployment Squib (600-2B19 without ModSum TC 601R14177 (wet ADG))	C	1	0		(M)		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	
			<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
24 – <u>ELECTRICAL POWER</u>				
24-01    AUTO XFER "FAIL/OFF" Switch Lights (light function only)	C	2	0	
31-01    Transformer Rectifier Units (TRUs)				
1) 600-2B19	B	5	4	(M)(O) One may be inoperative provided ESS TRU 1 and TRU 1 are operative.
2) 600-2C10, 600-2D15, 600-2D24	B	4	3	(M)
31-02    TRU Cooling Fans				
1) 600-2B19	C	5	3	(M) One or two cooling fans may be inoperative provided: a) One ESS TRU Cooling Fan is operative, and b) Forward equipment doors are OPENED for stationary ground operations at temps. >30 °C.
2) 600-2C10, 600-2D15, 600-2D24	C	4	0	(M)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>					
32-01    Main Battery					
1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209)	A	1	0	(M)(O) May be inoperative provided:	
				a) APU air intake door is secured fully OPEN,	
				b) AFM performance corrections for APU ON are applied,	
				c) APU is operated continuously during flight or aircraft speed is limited to 300 KIAS if APU is OFF,	
				d) APU battery is operative,	
				e) APU battery charger is operative,	
				f) APR is selected OFF,	
				g) Operations are conducted in accordance with AFM APR OFF performance data,	
				h) Service Lights are considered inoperative,	
				i) Maintenance Lights are considered inoperative,	
				j) A reliable and functioning time-piece is readily available (a wristwatch is acceptable),	
				k) Flight Data Recorder is considered inoperative, and	
				l) Repairs are made within one flight day.	
				NOTE 1: DG mode heading slew function will be inoperative.	
				NOTE 2: Clocks will be inoperative.	
				(cont'd)	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-8

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>24 – ELECTRICAL POWER</b>				
32-01 Main Battery (cont'd)				
1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209) (cont'd)	A	1	0	(M)(O) May be inoperative provided: a) APU air intake door is secured fully CLOSED, b) APU is considered inoperative, c) APU battery is operative, d) APU battery charger is operative, e) APR is selected OFF, f) Operations are conducted in accordance with AFM APR OFF performance data, g) Service Lights are considered inoperative, h) Maintenance Lights are considered inoperative, i) A reliable and functioning time-piece is readily available (a wristwatch is acceptable), j) Flight Data Recorder is considered inoperative, and k) Repairs are made within one flight day.  NOTE 1: DG mode heading slew function will be inoperative. NOTE 2: Clocks will be inoperative.
2) 600-2C10, 600-2D15, 600-2D24	A	1	0	(M) May be inoperative provided: a) A reliable and functioning time-piece is readily available (a wristwatch is acceptable), b) Flight Data Recorder is considered inoperative, and c) Repairs are made within one flight day.  NOTE: Clocks will be inoperative.

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-9

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>					
32-02	Main Battery Charger				
1)	600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209)	A	1	0	(M)(O) May be inoperative provided: a) Main Battery is considered inoperative, b) APU air intake door is secured fully OPEN, c) APU is operated continuously during flight or the aircraft speed is limited to 300 KIAS if APU is OFF, d) AFM performance corrections for APU ON are applied, e) APU Battery is operative, f) APU Battery charger is operative, g) APR is selected OFF, h) Operations are conducted in accordance with AFM APR OFF performance data, i) Service Lights are considered inoperative, j) Maintenance Lights are considered inoperative, k) A reliable and functioning time-piece is readily available (a wristwatch is acceptable), l) Flight Data Recorder is considered inoperative, and m) Repairs are made within one flight day.  NOTE 1: DG mode heading slew function will be inoperative. NOTE 2: Clocks will be inoperative.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-10

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>24 – ELECTRICAL POWER</b>				
32-02    Main Battery Charger (cont'd)				
1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209)	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Main Battery is considered inoperative,</li> <li>b) APU air intake door is secured fully CLOSED,</li> <li>c) APU is considered inoperative,</li> <li>d) APU Battery is operative,</li> <li>e) APU Battery charger is operative,</li> <li>f) APR is selected OFF,</li> <li>g) Operations are conducted in accordance with AFM APR OFF performance data,</li> <li>h) Service Lights are considered inoperative,</li> <li>i) Maintenance Lights are considered inoperative,</li> <li>j) A reliable and functioning time-piece is readily available (a wristwatch is acceptable),</li> <li>k) Flight Data Recorder is considered inoperative, and</li> <li>l) Repairs are made within one flight day.</li> </ul> <p>NOTE 1: DG mode heading slew function will be inoperative.</p> <p>NOTE 2: Clocks will be inoperative.</p>
2) 600-2C10, 600-2D15, 600-2D24	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Main Battery is considered inoperative,</li> <li>b) A reliable and functioning time-piece is readily available (a wristwatch is acceptable),</li> <li>c) Flight Data Recorder is considered inoperative, and</li> <li>d) Repairs are made within one flight day.</li> </ul> <p>NOTE: Clocks will be inoperative.</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-11

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>					
32-03    APU Battery (600-2B19)	A	1	0	0	(M) May be inoperative provided: a) Main Battery is operative, b) Main Battery Charger is operative, c) AFM performance corrections for APU ON are applied when APU is used, and d) Repairs are made within one flight day.  NOTE:    External DC power will be required to start the APU and for pressure refueling.
32-04    APU Battery Charger (600-2B19)	A	1	0	0	(M) May be inoperative provided: a) Main Battery is operative, b) Main Battery Charger is operative, c) APU Battery is considered inoperative after the APU is started, d) AFM performance corrections for APU ON are applied when APU is used, and e) Repairs are made within one flight day.  NOTE:    External DC power will be required to start the APU and for pressure refueling.
33-01    DC TIE 1/ 2 "CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0	0	
33-02    DC "ESS TIE CLOSED" Switch Lights (light function only) (600-2B19)	C	1	0	0	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-12

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>						
41-01    External AC Power "AVAIL/ IN USE" Switch Light (Overhead Panel) (light function only)	C	1	0			
41-02    External AC Power "AVAIL/ IN USE" Switch Light (Service Panel) (light function only)	C	1	0			
41-03    External AC Power System	C	1	0			
42-01    External DC Power "AVAIL/ IN USE" Switch Light (light function only) (600-2B19)	C	1	0			
42-02    External DC Power System (600-2B19)	C	1	0			
50-01    AC Service Bus (600-2B19)	C	1	0			(M) May be inoperative provided: a) Lavatory door is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER", b) Lavatory is not used for any purpose, and c) DC "ESS TIE" switch light is selected CLOSED.



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	24-13

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>24 – ELECTRICAL POWER</b>							
50-02    Synoptic Page AC Service Bus Indication (600-2B19)	C	1	0	0	May be inoperative provided: a) "DC TIE 1/2" and "DC ESS TIE" are not displayed on EICAS, and b) DC SERVICE BUS on EICAS is powered normally.		
51-01    AC ESS XFER "ALTN" Switch Light (light function only)	C	1	0	0			
51-02    AC Essential Power Transfer Relay (K3XD) (600-2B19)	B	1	0	0	May be inoperative provided: a) IDG1 and IDG2 are operative, and b) ESS TRU 2 is operative.		
61-02    DC Utility Bus (600-2C10, 600-2D15, 600-2D24)	C	1	0	0	May be inoperative provided cabin right side reading lights are considered inoperative.		

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	24-14

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>		THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	25-1

<b>System &amp; Sequence NO Item NO de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>							
00-01    “Fasten Seat Belt While Seated” Placards	C	-	-	-	-		One or more placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
11-01    Pilot Seats							
1) Lumbar Sports	C	2	0	0	0		May be inoperative in lowest position provided seat is acceptable to the affected crewmember.
2) Arm Rests	C	4	0	0	0		(M) May be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to affected crewmember.
3) Height Adjustments	B	2	0	0	0		(M) May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crewmember, b) Fore/Aft Adjustment is verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the vertical position of the seat must be acceptable to affected crewmember.
4) Fore/Aft Adjustments	B	2	0	0	0		(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crewmember, b) Height Adjustment is verified operative, and c) Egress is not impaired.
5) Recline Adjustments	B	2	0	0	0		May be inoperative provided backrest is secured in position acceptable to affected crewmember.
6) Thigh Supports	C	2	0	0	0		May be inoperative provided seat is acceptable to affected crewmember.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-2

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT / FURNISHINGS</u>				
12-01    Observer's Seat (Including associated equipment)	B	1	0	<p>(M) May be inoperative provided a passenger seat in the passenger cabin is made available to a regulatory inspector for performance of official duties.</p> <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by a Regulatory Inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.</p> <p>NOTE 3: Associated equipment includes shoulder harness, lap belt, Audio Control Unit, RT/IC Switches, and Observer's Oxygen System.</p>
	D	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The seat is not required to be occupied in a official capacity for extended periods of time, and</li> <li>b) The seat is removed, stowed, or secured in the retracted position.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	
					<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
25 – <u>EQUIPMENT / FURNISHINGS</u>						
18-01    Cockpit Sunvisors	C	2	1	1	May be inoperative provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.	
	C	2	1	1	(M) May be inoperative provided affected sunvisor is removed.	
	C	2	0	0	May be inoperative provided: a) Affected sunvisor does not obstruct either pilot's field of view for take-off and landing, and b) Aircraft is operated at night.	
	C	2	0	0	(M) May be inoperative provided: a) Affected sunvisor is removed, and b) Aircraft is operated at night.	
18-02    Cockpit Chart Holders (Control Column and Window)	C	4	2	2	One holder may be inoperative on each side provided remaining holder is operative.	
	C	4	2	2	(M) One holder may be inoperative on each side provided affected holder is removed.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>
				<b>Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>				
21-01 Passenger Seats	D	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block or restrict access to an emergency exit,</li> <li>b) Seat does not restrict any passenger from access to the main aisle, and</li> <li>c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A seat with an inoperative seat belt and/or shoulder harness is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position.
2) Underseat Baggage Restraining Bars	C	-	-	(M)(O) May be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat or bank of seats,</li> <li>b) Seat back is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT",</li> <li>c) Restraining bar does not restrict any passenger from access to the main aircraft aisle, and</li> <li>d) Procedures are established to alert crew members of an inoperative or missing restraining bar.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>				
22-01    Flight Attendant Seats	B	-	1	<p>(M)(O) One seat or seat assembly may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat or seat assembly is not occupied,</li> <li>b) Flight Attendant displaced by the inoperative seat occupies the passenger seat most accessible to his or her assigned exit,</li> <li>c) Alternate procedures for displaced flight attendant are established and used,</li> <li>d) A folding type seat is removed, stowed or secured in retracted position, and</li> <li>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".</li> </ul> <p>NOTE 1: Inoperative automatic stow feature of a folding seat renders the seat inoperative.</p> <p>NOTE 2: A seat position with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.</p> <p style="text-align: right;">(cont'd)</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	25-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>				
22-01 Flight Attendant Seats (cont'd)				
1) 600-2B19	C	-	1	<p>(M)(O) Aft seat or seat assembly may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) More than one seat/seat assembly is installed,</li> <li>b) Affected seat or seat assembly is not occupied,</li> <li>c) Flight Attendant displaced by the inoperative seat occupies the passenger seat most accessible to his or her assigned exit,</li> <li>d) Alternate procedures for displaced flight attendant are established and used,</li> <li>e) A folding type seat is removed, stowed or secured in retracted position, and</li> <li>f) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".</li> </ul> <p>NOTE 1: Inoperative automatic stow feature of a folding seat renders the seat inoperative.</p> <p>NOTE 2: A seat position with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.</p>
	D	-	1	<p>(M) Aft seat or seat assembly that is not assigned to a flight attendant may be inoperative provided it is not occupied, is placarded and is:</p> <ul style="list-style-type: none"> <li>i) Properly stowed, or</li> <li>ii) Secured in the retracted position, or</li> <li>iii) Removed.</li> </ul>
a) Automatic Stow Function (for sliding type of seats only)	C	1	0	<p>(O) Aft flight attendant seat automatic stow function may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat is acceptable to the flight attendant occupying the seat, and</li> <li>b) Alternate procedures for affected seat to stow and secure in retracted position are established and used.</li> </ul>



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	25-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>25 – EQUIPMENT / FURNISHINGS</b>				
23-01    Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Procedures are established to secure compartment CLOSED, or remove the lid/door,</li> <li>b) Compartment is not used for storage of emergency equipment, and</li> <li>c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.</li> </ul> <p>NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered to be one bin.</p> <p>NOTE 2: An inoperative lid/door latch renders the door inoperative.</p>
32-01    Galley Waste Receptacle Access Doors	C	-	-	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Container is empty and the access is secured to prevent waste introduction into the compartment, and</li> <li>b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.</li> </ul>
40-01    Exterior Lavatory Door Ashtray	B	-	0	<p>NOTE: Interior lavatory ashtrays considered under passenger convenience items and are not required by regulations.</p>
40-02    Lavatory Waste Compartment Access Door / Flap Assembly	C	-	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Waste compartment access is secured to prevent waste introduction,</li> <li>c) Waste compartment is placarded "INOPERATIVE – DO NOT USE",</li> <li>d) Lavatory Smoke Detection System operates normally, and</li> <li>e) Alternate procedures are established to dispose of waste generated by lavatory use.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	25-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>				
40-03    Lavatory NO SMOKING Placards				Must be installed and legible.  NOTE:    A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.
42-01    Lavatory Door Springs	C	-	0	(O) May be inoperative or missing provided: a) Door is verified operative (open and close) without interference, b) Associated lavatory door is locked before each takeoff and landing, and c) Alternate procedures to close door(s) when required are established and used.
51-01    Baggage Retrieval Modules *** (600-2C10, 600-2D15, 600-2D24)	D	2	0	(M) One or both may be inoperative provided affected module(s) is/are secured at the bulkhead position.
51-02    Cargo Compartment Door Restraint Nets (Including associated equipment)	C	-	0	May be damaged or missing provided affected cargo compartment is empty.
	C	-	0	(M) May be damaged or missing provided cargo in affected cargo compartment is secured.  NOTE:    Associated equipment includes Snap Latches, Restraint Net Brackets and Floor Pan Fitting Rings/Posts.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-9

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT / FURNISHINGS</u>					
51-03    Aft Cargo Compartment Dividing Nets (Including associated equipment) ***					
1) 600-2B19	D	-	0		May be damaged or missing provided affected cargo compartment is empty.
	D	-	0		(M) NOTE: Associated equipment includes Quick Release Attachments, Anchor Plates, Net Posts, Narrow-Hooks and Floor Pan Fitting Rings/Posts.
2) 600-2C10, 600-2D15, 600-2D24	D	-	0		NOTE: Associated equipment includes Quick Release Attachments, Anchor Plates and Cam Buckles
51-04    Fwd Cargo Compartment Dividing Nets (Including associated equipment)					
1) 600-2C10	D	1	0		NOTE: Associated equipment includes Quick Release Attachments, Snap Latches, Anchor Plates and Floor Pan Fitting Rings/Posts.
2) 600-2D15, 600-2D24					
a) Middle Nets (attached to door restrain nets)	D	2	0		

(cont'd)



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-11

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT / FURNISHINGS</u>				
61-01    Megaphones (cont'd)				
	D	-	0	(O) May be inoperative provided: a) Aircraft crews are on the flight deck, and b) No passengers are carried.
				NOTE: For the purpose of this item “aircraft crew” is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.
61-02    First Aid Kits	D	-	-	(O) Any kit or items contained 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.
1) First Aid Kit Seal	B	-	-	(O) Seal affixed on the exterior of the first aid kit may be missing or inoperative provided: a) First Aid Kit is fully equipped or the kit has a maximum of one missing item, b) First Aid Kit includes a list of its contents, c) Inventory is taken on the content of the kit prior to departure, and d) Procedures are established to alert crew members of the missing or broken seal and to perform an inventory under proviso c).
61-03    Fire Protection Gloves ***	D	-	0	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-12

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
25 – <u>EQUIPMENT / FURNISHINGS</u>					
61-04    Flight Attendant Flashlights / Flashlight Holders					
1) Flashlights	C	-	0	(O) May be inoperative or missing provided the flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.	
2) Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage means are provided.	
62-01    Emergency Locator Transmitter (ELT) ***	C	-	-		
	D	-	-	Any in excess of those required by regulation may be inoperative.	
				NOTE:    Operator's MEL must state the minimum number of ELTs required on aircraft in accordance with area of operation.	
64-01    Flotation Equipment (Crew and Passenger) ***	C	-	-	As required by Regulations.	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-13

1. System & Sequence N° Item N° de système/série article	2.	3.	Number Installed Nombre d'articles installés
			4. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT / FURNISHINGS</u>			
70-01    Passenger Convenience Items	-	0	<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, 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>NOTE 1: LAVATORY DOOR ASHTRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS.</p> <p>NOTE 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.</p> <p>NOTE 3: 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.</p>

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	25-14

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés				
25 – <u>EQUIPMENT</u> / <u>FURNISHINGS</u>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%; text-align: center;">3.</th> <th style="width: 90%; text-align: center;">Number Required For Dispatch Nombre d'articles à expédier</th> </tr> </thead> <tbody> <tr> <td style="width: 10%; text-align: center; vertical-align: top;">4.</td> <td style="vertical-align: top;"> <b>Remarks or Exceptions Remarques ou exceptions</b> </td> </tr> </tbody> </table>	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	<b>Remarks or Exceptions Remarques ou exceptions</b>
3.	Number Required For Dispatch Nombre d'articles à expédier					
4.	<b>Remarks or Exceptions Remarques ou exceptions</b>					
		THIS PAGE INTENTIONALLY LEFT BLANK				



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-1

<b>System &amp; Sequence NO Item NO de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>						
00-01    FIDEEX System (600-2C10, 600-2D15, 600-2D24)	C	1	1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" status message.	
<b>NOTE:</b> All FIDEEX System failures causing "FIRE SYS FAULT" status message must be repaired within 10 days after appearing of this message on EICAS.						
00-02    FIDEEX Control Unit ARINC Communication (600-2C10, 600-2D15, 600-2D24)	C	1	0	0	May be inoperative provided FIRE DETECTION / FIREX MONITOR pilot initiated test is performed prior to each flight.	
11-01    Engine Fire Detection Loops						
1) 600-2B19	C	4	2	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.	
2) 600-2C10, 600-2D15, 600-2D24						
a) Left		2	1	1	<b>NOTE:</b> Item included for clarification only. Relief for single left Engine Fire Detection Loop failure is covered by item 26-00-01.	
b) Right		2	1	1	<b>NOTE:</b> Item included for clarification only. Relief for single right Engine Fire Detection Loop failure is covered by item 26-00-01.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>							
11-02    Jet Pipe Fire Detection Loops (600-2B19)	C	4	2	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.		
12-01    APU Fire Detection Loops							
1) 600-2B19	C	2	1	1	One loop (A or B) may be inoperative provided APU fire detection switch is selected to the operative loop.		
	C	2	0	0	Both loops (A and B) may be inoperative provided APU is considered inoperative.		
2) 600-2C10, 600-2D15, 600-2D24		2	1	1	NOTE: Item included for clarification only. Relief for single APU Fire Loop failure is covered by item 26-00-01.		
	C	2	0	0	Both loops (A and B) may be inoperative provided the APU is considered inoperative.		
	C	2	0	0	(M) May be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU is pneumatically loaded only, and e) Total APU operating time shall not exceed 5 minutes.		
12-02    APU Fire Warning Horn (600-2B19)	C	1	0	0	May be inoperative provided a qualified operator remains in the cockpit to monitor the APU Fire Warning System while the APU is running.		

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>26 – FIRE PROTECTION</b>					
14-01	Main Landing Gear Bay Overheat Detection System (600-2B19, 600-2C10)	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) EICAS Brake Temperature Monitoring Readouts are operative,</li> <li>b) Landing gear is left extended for a minimum of ten minutes after take-off,</li> <li>c) Take-off performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and</li> <li>d) Take-off is not conducted in icing conditions.</li> </ul> NOTE: In case of engine failure after V1, performance is the prime consideration and landing gear should be retracted normally until performance penalty with gear down is not a problem.
		A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down),</li> <li>b) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight,</li> <li>c) Operations are not conducted in known or forecast icing conditions,</li> <li>d) In-flight performance information given in the Flight Planning and Cruise Control Manual is used,</li> <li>e) Extended overwater operations are prohibited,</li> <li>f) Both headsets are worn, and</li> <li>g) Repairs are made within one flight day.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	26-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>				
15-01    Cargo Compartment Smoke Detectors				
1) 600-2B19	C	2	0	(M) Both may be inoperative provided cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
a) A/c with ModSum TC601R101264	C	2	1	(M) One may be inoperative provided remaining detector is verified operative prior to each flight.
b) A/c without ModSum TC601R101264	C	2	1	(M) Forward smoke detector may be inoperative provided aft smoke detector is verified operative prior to each flight.
2) 600-2C10, 600-2D15, 600-2D24 (FWD CARGO)		3	2	NOTE: Item included for clarification only. Relief for single Fwd Cargo Compartment Smoke Detector failure is covered by item 26-00-01.
	C	3	0	(M) All may be inoperative provided fwd cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
3) 600-2C10, 600-2D15, 600-2D24 (AFT CARGO)		2	1	NOTE: Item included for clarification only. Relief for single Aft Cargo Compartment Smoke Detector failure is covered by item 26-00-01.
	C	2	0	(M) All may be inoperative provided aft cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
26 – <u>FIRE PROTECTION</u>					
16-01 Lavatory Smoke Detection System	C	-	0	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded "INOPERATIVE DO NOT ENTER", c) Lavatory is not used by passenger for any purpose, and d) Lavatory is used only by aircraft crew.	
	D	-	0	(O) May be inoperative for non-passenger carrying operations provided: a) Aircraft crews are the only occupants of the aircraft, and b) Occupants are briefed as to which smoke detection system(s) is/are inoperative.	
				NOTE: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.	
				NOTE 1: The abovementioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.	
				NOTE 2: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>					
22-01    APU Fire Extinguishing System					
1) 600-2B19	C	1	0		May be inoperative provided APU is considered inoperative.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		May be inoperative provided APU is considered inoperative.
	C	1	0		(M) May be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU Fire Detection System is operative, e) APU is pneumatically loaded only, and f) Total APU operating time shall not exceed 5 minutes.
23-01    Portable Fire Extinguishers	D	-	-		(M)(O) Any in excess of those required by Regulations may be inoperative or missing provided: a) Inoperative fire extinguisher is removed from the passenger cabin or flight compartment and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, b) Required distribution is maintained, and c) Procedures are established to alert crew members of missing or inoperative fire extinguishers.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>				
25-01    Cargo Compartment Fire Extinguishing System				
1) 600-2B19	C	1	0	May be inoperative provided cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	May be inoperative provided both cargo compartments are empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
25-02    Cargo Compartment Fire Extinguisher Squibs				
1) 600-2B19	A	4	3	One may be inoperative provided: a) Cargo fire test is performed before each departure, and b) Repairs are made within three flight days.
	C	4	0	All may be inoperative provided cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
2) 600-2C10, 600-2D15, 600-2D24				
a) Fwd squibs	C	2	0	All may be inoperative provided fwd cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)
b) Aft squibs	C	2	0	All may be inoperative provided aft cargo compartment is empty. (For ballast purposes, use of bags (made of fiberglass or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	26-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>26 – FIRE PROTECTION</b>					
26-01 Lavatory Fire Extinguishing System	C	-	0	(M)(O) May be inoperative provided lavatory Smoke Detection System operates normally.	
	C	-	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Lavatory door is locked CLOSED and placarded "INOPERATIVE DO NOT ENTER",</li> <li>c) Lavatory is not used by passengers for any purpose, and</li> <li>d) Lavatory is used only by aircraft crew.</li> </ul>	
	D	-	0	(O) May be inoperative for non-passenger carrying operations provided: <ul style="list-style-type: none"> <li>a) Aircraft crews are the only occupants of the aircraft, and</li> <li>b) Occupants are briefed as to which lavatory fire extinguishing system(s) is/are inoperative.</li> </ul>	
				NOTE: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.	
				NOTE 1: The abovementioned provisos are not intended to preclude crew member lavatory inspections which must be detailed in the (O) procedures.	
				NOTE 2: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.	



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
27 – <u>FLIGHT CONTROLS</u>					
12-01	Aileron Trim System				
	1) 600-2B19	B	1	0	May be inoperative provided: a) Autopilot is operative, b) Both Power Crossflow SOVs are operative, and c) Aileron trim system is centered.
	2) 600-2C10, 600-2D15, 600-2D24	B	1	0	May be inoperative provided: a) Autopilot is operative, b) X-Flow Pump is operative, and c) Aileron trim system is centered.
15-01	EICAS LH and RH Aileron Control Surface Position Indication	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.
15-02	Aileron Flutter Dampers	A	2	2	(O) One per surface may indicate low reservoir fluid provided: a) Each individual PCU is verified operative prior to further flight, and b) Repairs are made within one flight day.
24-01	EICAS Rudder Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>					
34-01    EICAS Elevator Control Surface Position Indication (600-2B19)	C	1	0		(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.
35-01    Stall Warning Switch Lights (light function only)	C	2	1		(O) One may be inoperative provided shaker and pusher are checked operative prior to each flight.
51-01    Flap Electronic Control Unit (FECU) Channels (600-2B19)					
1) A/c without ModSum TC601R15447 or TC601R15318	C	2	1		May be inoperative provided Flap Power Drive Unit Motor on the opposite side is operative.  NOTE:    Flap will operate at half speed.
a) Flap Power Drive Unit (PDU) Motors	B	2	1		NOTE:    Flap will operate at half speed.
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/2D15/-2D24	<b>Date:</b> June 30/05	27-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>27 – FLIGHT CONTROLS</b>					
51-01    Flap Electronic Control Unit (FECU) Channels (600-2B19) (cont'd)					
2) A/c with ModSum TC601R15447 or TC601R15318	C	2	1		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flap Power Drive Unit Motor on the opposite side is operative, and</li> <li>b) Skew Detection System is considered inoperative.</li> </ul> NOTE:    Flap will operate at half speed.
	C	2	1		(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flap Power Drive Unit Motor on the opposite side is operative, and</li> <li>b) Skew Detection System is verified operative before each flight.</li> </ul> NOTE:    Flap will operate at half speed.
a) Flap Power Drive Unit (PDU) Motors	B	2	1		May be inoperative provided Skew Detection System is considered inoperative.  NOTE:    Flap will operate at half speed.
	B	2	1		(M) May be inoperative provided Skew Detection System is verified operative before each flight.  NOTE:    Flap will operate at half speed.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-4

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<u>27 – FLIGHT CONTROLS</u>				
51-02    Slat / Flap System (600-2C10, 600-2D15, 600-2D24)				
1) Flap Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) Both Flap PDU brakes are verified operative, b) "SLATS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).  NOTE:    Flaps will operate at half speed.
2) Slat Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) Both Slat PDU brakes are verified operative, b) "FLAPS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).  NOTE:    Slats will operate at half speed.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>				
51-03    Skew Detection System (600-2B19 with ModSum TC601R15447 or TC601R15318)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flaps are visually checked before each take-off in accordance with Transport Canada Airworthiness Directive CF-1998-14.
	B	1	0	(M)(O) May be inoperative provided: a) System reset is performed before each flight, b) Flaps are visually checked before each take-off in accordance with Transport Canada Airworthiness Directive CF-1998-14, and c) EICAS “FLAPS FAIL” caution message is not displayed.  NOTE1: On the aircraft without ModSum TC601R15059 or TC601R15010 (Non EICAS 2000) flap will operate at half speed. NOTE2: On the aircraft with ModSum TC601R15059 or TC601R15010 (EICAS 2000) flap may operate at half speed if the Skew Detection System DC power supply fails.
51-04    Slat Disconnect Detection System (600-2C10, 600-2D15, 600-2D24)	A	1	0	(M) May be inoperative as indicated by “SLAT FAULT” status message provided: a) Slats are inspected once each flight day to ensure no mechanical disconnect is present, and b) Repairs are made within three flight days.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-6

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>27 – FLIGHT CONTROLS</b>				
54-01				Flap Position Potentiometers (600-2B19)
				1) A/c without ModSum TC601R15447 or TC601R15318
	C	2	1	(M) May be inoperative provided affected potentiometer is deactivated.
				2) A/c with ModSum TC601R15447 or TC601R15318
				a) L/H
	C	1	0	(M) May be inoperative provided: a) Affected potentiometer is deactivated, b) R/H Flap Position Potentiometer is operative, and c) Skew Detection System is considered inoperative.
				b) R/H
	C	1	0	(M) May be inoperative provided: a) Affected potentiometer is deactivated, and b) L/H Flap Position Potentiometer is operative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° – N° de révision :</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>						
60-01    EICAS Ground Spoilers Control Surface Position Indications	C	4	4	0		(M) Any may be inoperative provided: a) GLD auto and manual modes are visually verified operative prior to each flight, and b) GLD spoilers are verified stowed prior to each flight.
62-01    Spoiler Electronic Control Unit (SECU) Channels (600-2B19)						
1) Flight Spoiler Channels	B	2	2	1		(M)(O) One Flight Spoiler SECU channel may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, b) Flight spoilers are verified operative prior to each flight, c) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and d) T/O Configuration Warning System is verified operative before first flight each day.
2) Ground Spoiler Channels	B	2	2	1		(O) One Ground Spoiler SECU channel may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, and b) T/O Configuration Warning System is verified operative before first flight each day.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-8

<b>1. System &amp; Sequence N° Item N° de système/série article</b>		<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>					
62-01 Spoiler Electronic Control Unit (SECU) Channels (600-2B19) (cont'd)					
3) Spoileron Channels	A	2	1		(M)(O) One Spoileron SECU Channel may be inoperative provided: <ul style="list-style-type: none"> <li>a) Spoilerons are verified operative prior to each flight,</li> <li>b) Remaining SECU Spoileron Channel is controlled by SECU p/n 49-164-05,</li> <li>c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed,</li> <li>d) T/O Configuration Warning System is verified operative before first flight each day, and</li> <li>e) Repairs are made within three flight days.</li> </ul>
62-02 Flight Spoiler PCUs (600-2B19)	B	4	2		(M)(O) One Flight Spoiler PCU per surface may be inoperative provided: <ul style="list-style-type: none"> <li>a) INBD and OUTBD Ground Spoilers are confirmed operative prior to each flight,</li> <li>b) Flight spoilers are confirmed operative prior to each flight,</li> <li>c) Both SECU Channels are operative,</li> <li>d) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and</li> <li>e) T/O Configuration Warning System is verified operative before first flight each day.</li> </ul>



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-9

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>
			<b>Number Required For Dispatch Nombre d'articles à expédier</b>
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>			
62-03      Spoileron PCUs (600-2B19)	A	4	2  (M)(O) One Spoileron PCU per surface may be inoperative provided: <ul style="list-style-type: none"> <li>a) Spoilerons are verified operative prior to each flight,</li> <li>b) Both SECU Spoileron Channels are operative and controlled by SECU p/n 49-164-05,</li> <li>c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed,</li> <li>d) T/O Configuration Warning System is verified operative before first flight each day, and</li> <li>e) Repairs are made within three flight days.</li> </ul>
65-01      Ground Spoilers (Inboard or Outboard Pair) 1) 600-2B19	C	2	1  (M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: <ul style="list-style-type: none"> <li>a) All remaining spoiler surfaces are operative in GLD auto and manual modes,</li> <li>b) Affected inboard or outboard Ground Spoiler pair is secured stowed,</li> <li>c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, and</li> <li>d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	27-10

<b>1. System &amp; Sequence N° Item N° de système/série article</b>		<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>27 – FLIGHT CONTROLS</b>				
65-01    Ground Spoilers (Inboard or Outboard Pair) (cont'd)				
2) 600-2C10, 600-2D15, 600-2D24	B	2	1	(M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: <ul style="list-style-type: none"> <li>a) All MFS and the remaining ground spoiler pair is operative in GLD AUTO and Manual ARM modes,</li> <li>b) Affected inboard or outboard Ground Spoiler pair is secured stowed,</li> <li>c) Both surfaces of the inoperative pair are verified fully retracted prior to the each flight,</li> <li>d) Both Thrust Reversers are operative,</li> <li>e) No other GS, MFS status message are displayed, and</li> <li>f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
65-02    Spoiler and Stabilizer Control System (SSCS) (600-2C10, 600-2D15, 600-2D24)				
1) SSCU 1 Channels	C	2	1	May be inoperative as indicated by "SSCU 1 FAULT" status message provided both SSCU 2 Channels are operative.
2) SSCU 2 Channels	C	2	1	May be inoperative as indicated by "SSCU 2 FAULT" status message provided both SSCU 1 Channels are operative.
(cont'd)				

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-11

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>27 – FLIGHT CONTROLS</b>				
65-02 Spoiler and Stabilizer Control System (SSCS) (600-2C10, 600-2D15, 600-2D24) (cont'd)				
3) Spoiler / Stabilizer Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided: <ul style="list-style-type: none"> <li>a) Both SSCU 1 Channels and both SSCU 2 Channels are operative, and</li> <li>b) Not-dispatchable spoiler / stabilizer subsystem failures are verified not present once each flight day.</li> </ul>

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	27-12

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
27 – <u>FLIGHT CONTROLS</u>		THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	28-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>					
13-01	APU Fuel Feed SOV				
	1) 600-2B19	C	1	0	(M) May be inoperative CLOSED provided APU is considered inoperative.
	2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative CLOSED provided APU is not used.
		C	1	0	(M)(O) May be inoperative OPEN provided: a) APU is used for engine starting on ground only, b) APU is shutdown after one engine start, c) APU is considered inoperative in flight, d) APU Fire Detection System is operative, and e) APU Fire Extinguishing System is operative.
13-02	XFLOW AUTO OVERRIDE "MAN" Switch Light (light function only)	C	1	0	
13-03	XFLOW L/R "ON/FAIL" Switch Lights (light function only)	C	2	0	
13-04	GRAVITY XFLOW "OPEN/FAIL" Switch Light (light function only)	C	1	0	
13-06	Power Crossflow SOVs (600-2B19)	C	2	0	Both may be inoperative CLOSED provided all Fuel Quantity Readouts are operative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
28 – <u>FUEL</u>				
13-07    Transfer Ejectors (Center Tank)				
1) 600-2B19	B	2	1	(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.
	B	2	1	(M) One may be inoperative provided: a) Center tank contains less than 500 pounds of fuel at dispatch, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS Center Tank Fuel Quantity Readout is operative, e) Both Power Crossflow SOVs are operative, and f) XFLOW/APU Fuel Pump is operative.
2) 600-2C10, 600-2D15, 600-2D24	B	2	1	(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.
	B	2	1	(M) One may be inoperative provided: a) Center tank contains less than 500 pounds of fuel at dispatch, b) Fuel imbalance between wing tanks is less than 300 lbs at dispatch, c) Remaining fuel in center tank is considered unusable, d) Aircraft range is limited accordingly, e) EICAS Center Tank Fuel Quantity Readout is operative, and f) Flight crew monitors center tank fuel quantity for proper transfer.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>					
13-08    Fuel Transfer SOVs (Center Tank)					
1) 600-2B19	B	2	1	(M) One may be inoperative CLOSED provided:	
				a) Center tank is empty,	
				b) Opposite Transfer Ejector (Center Tank) is operative, and	
				c) EICAS Center Tank Fuel Quantity Readout is operative.	
	B	2	1	(M) One may be inoperative CLOSED provided:	
				a) Center tank contains less than 500 pounds of fuel at dispatch,	
				b) Opposite Transfer Ejector (Center Tank) is operative,	
				c) Remaining fuel in center tank is considered unusable,	
				d) Aircraft range is limited accordingly,	
				e) EICAS Center Tank Fuel Quantity Readout is operative,	
				f) Both Power Crossflow SOVs are operative, and	
				g) XFLOW/APU Fuel Pump is operative.	
a) Without ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.	
b) With ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN.	
					(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-4

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>				
13-08	Fuel Transfer SOVs (Center Tank) (cont'd)			
	2) 600-2C10, 600-2D15, 600-2D24	B	2	1
				(M) One may be inoperative CLOSED provided:
				a) Center Tank is empty,
				b) Opposite Transfer Ejector (Center Tank) is operative, and
				c) EICAS Center Tank Fuel Quantity Readout is operative.
		B	2	1
				(M) One may be inoperative CLOSED provided:
				a) Center tank contains less than 500 pounds of fuel at dispatch,
				b) Opposite Transfer Ejector (Center Tank) is operative,
				c) Fuel imbalance between wing tanks is less than 300 lbs at dispatch,
				d) Remaining fuel in center tank is considered unusable,
				e) Aircraft range is limited accordingly,
				f) EICAS Center Tank Fuel Quantity Readout is operative, and
				g) Flight crew monitors center tank fuel quantity for proper transfer.
		C	2	0
				(M) Both may be inoperative OPEN provided center tank is empty.
13-10	XFlow Pump (600-2C10, 600-2D15, 600-2D24)	C	1	0
				(M)(O) May be inoperative provided:
				a) All EICAS Fuel Tank Quantity Readouts are operative, and
				b) Gravity crossflow SOV is verified operative.





**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	28-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>28 – FUEL</b>							
24-01    XFLOW/APU Fuel Pump (600-2B19)	C	1	0	0	(M) May be inoperative provided:		
					a) APU is considered inoperative,		
					b) Power Crossflow SOVs are considered inoperative,		
					c) All Fuel Quantity Readouts are operative, and		
					d) Operations are conducted in accordance with AFM if fuel crossflow is required.		
	C	1	0	0	(M)(O) May be inoperative provided:		
					a) Satisfactory APU operations with both engines OFF is established before each departure by starting the APU using Fuel Boost Pumps, selecting APU Bleed ON, selecting both Air Conditioning Packs ON, and verifying the APU operates normally,		
					b) Power Crossflow SOVs are considered inoperative,		
					c) All Fuel Quantity Readouts are operative,		
					d) Operations are conducted in accordance with AFM if fuel crossflow is required,		
					e) APU Battery is operative, and		
					f) APU Battery Charger is operative.		
					<b>NOTE:</b> Auto and Manual power crossflow are inoperative for either option.		
24-02    APU Negative Gravity Feed Check Valve (600-2B19)	C	1	0	0	(O) May be inoperative provided flight operations are not dependent on use of the APU.		
24-03    APU Fuel Pump (600-2C10)	C	1	0	0	(M) May be inoperative provided APU is considered inoperative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	28-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>28 – FUEL</b>				
24-04    APU PWR FUEL "PUMP FAIL / SOV FAIL" Switch Lights (light function only)	C	1	0	
25-01    Single Point Pressure Refueling System (Refuel/Defuel Control Panel)	C	-	0	(M) May be inoperative provided gravity refueling procedures are used.  NOTE:    Refer to AFM for reduced fuel quantity available when using gravity refueling.
1) Automatic Mode	C	-	0	(M) May be inoperative provided Manual Mode is operative.
2) Manual Mode	C	-	0	May be inoperative provided Automatic Mode is operative.
3) Fuel Quantity Display Indication	C	-	0	(M) May be inoperative provided: a) Manual Mode is used, and b) All EICAS Fuel Tank Quantity Readouts are operative.
	C	-	0	(M) May be inoperative provided: a) Manual Mode is used, and b) All MLIs are operative.
25-02    Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Pressure-refueling adapter door is not missing, b) Refuel/defuel adapter is visually checked for contamination prior to each refueling, and c) No leakage can be detected after refueling is complete.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>28 – FUEL</b>							
25-03    Refuel SOVs							
1) 600-2B19	C	3	0		(M) May be inoperative CLOSED provided gravity refueling procedures are used.		
					NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.		
2) Wing (600-2C10, 600-2D15, 600-2D24)	C	2	0		(M) May be inoperative CLOSED provided gravity refueling procedures are used for the affected tank(s).		
					NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.		
3) Center (600-2C10, 600-2D15, 600-2D24)	C	1	0		May be inoperative provided center tank remains empty once remaining fuel is consumed.		
25-04    High Level Sensors							
1) 600-2B19	C	3	0		May be inoperative provided gravity refueling procedures are used for affected tank.		
					NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.		
2) Wing (600-2C10, 600-2D15, 600-2D24)	C	2	0		(O) Both may be inoperative provided:		
					a) Gravity refueling procedures are used for affected wing tank,		
					b) All EICAS Fuel Tank Quantity Readouts are operative,		
					c) XFlow Pump is operative,		
					d) Both Transfer Ejectors are operative, and		
					e) Both Transfer SOVs are operative.		
					NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.		
3) Center (600-2C10, 600-2D15, 600-2D24)	C	1	0		May be inoperative provided center tank remains empty.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-9

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>28 – FUEL</b>					
40-01	EICAS Bulk Fuel Temperature Indication (600-2B19, 600-2C10)	C	1	0	(M)(O) May be inoperative provided: a) TAT is used as an indication of fuel temperature, b) TAT is monitored during flight, and c) Fuel temperature is verified to be above –29 °C before dispatch.
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right and Total)				
	1) 600-2B19	C	3	1	(M)(O) One main tank quantity readout plus total quantity readout may be inoperative provided: a) Both LH and RH tanks are completely filled, b) XFLOW auto-override is selected to MANUAL, and c) Aircraft is refueled using Single Point Pressure Refueling System.
		C	3	1	(M)(O) One main tank quantity readout plus total quantity readout may be inoperative provided: a) Refueling is conducted with Power Crossflow SOVs CLOSED, b) Total fuel carried includes at least 10% more than the fuel load required for the planned flight and this extra fuel is considered unusable, c) Manual or gravity refueling mode is used, d) MLIs are used to verify main tank quantities prior to each flight, and e) XFLOW auto-override is selected to MANUAL.
<p><b>NOTE:</b> Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p><b>CAUTION:</b> Ensure FCOM MLI Chart, LBS or KG column, is used as applicable.</p>					
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-10

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>						
			<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>						
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>						
28 – <u>FUEL</u>									
41-01    EICAS Fuel Tank Quantity Readouts (Left, Right and Total) (cont'd)									
2) 600-2C10, 600-2D15, 600-2D24	B	3	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center; vertical-align: top;">1</td> <td style="width: 55%; vertical-align: top;"> <p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Both LH and RH tanks are completely filled,</li> <li>b) XFLOW auto-override is selected to MANUAL,</li> <li>c) Airplane is refueled using Single Point Pressure Refueling System.</li> <li>d) Associated High Level Sensor is operative,</li> <li>e) Opposite side Transfer Ejector is operative, and</li> <li>f) Opposite side Fuel Transfer SOV is operative.</li> </ul> </td> <td style="width: 40%; border-left: 1px dashed black;"></td> </tr> <tr> <td style="text-align: center; vertical-align: top;">1</td> <td style="vertical-align: top;"> <p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Refueling is conducted with XFLOW auto-override selected to MANUAL,</li> <li>b) Total fuel carried includes at least 10% more than the fuel load required for the planned flight,</li> <li>c) Manual or gravity refueling mode is used,</li> <li>d) MLIs are used to verify main tank quantities before each flight,</li> <li>e) XFLOW auto-override is selected to MANUAL,</li> <li>f) Associated High Level Sensor is operative,</li> <li>g) Opposite side Transfer Ejector is operative, and</li> <li>h) Opposite side Fuel Transfer SOV is operative.</li> </ul> </td> <td style="border-left: 1px dashed black;"></td> </tr> </table>	1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Both LH and RH tanks are completely filled,</li> <li>b) XFLOW auto-override is selected to MANUAL,</li> <li>c) Airplane is refueled using Single Point Pressure Refueling System.</li> <li>d) Associated High Level Sensor is operative,</li> <li>e) Opposite side Transfer Ejector is operative, and</li> <li>f) Opposite side Fuel Transfer SOV is operative.</li> </ul>		1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Refueling is conducted with XFLOW auto-override selected to MANUAL,</li> <li>b) Total fuel carried includes at least 10% more than the fuel load required for the planned flight,</li> <li>c) Manual or gravity refueling mode is used,</li> <li>d) MLIs are used to verify main tank quantities before each flight,</li> <li>e) XFLOW auto-override is selected to MANUAL,</li> <li>f) Associated High Level Sensor is operative,</li> <li>g) Opposite side Transfer Ejector is operative, and</li> <li>h) Opposite side Fuel Transfer SOV is operative.</li> </ul>	
1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Both LH and RH tanks are completely filled,</li> <li>b) XFLOW auto-override is selected to MANUAL,</li> <li>c) Airplane is refueled using Single Point Pressure Refueling System.</li> <li>d) Associated High Level Sensor is operative,</li> <li>e) Opposite side Transfer Ejector is operative, and</li> <li>f) Opposite side Fuel Transfer SOV is operative.</li> </ul>								
1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Refueling is conducted with XFLOW auto-override selected to MANUAL,</li> <li>b) Total fuel carried includes at least 10% more than the fuel load required for the planned flight,</li> <li>c) Manual or gravity refueling mode is used,</li> <li>d) MLIs are used to verify main tank quantities before each flight,</li> <li>e) XFLOW auto-override is selected to MANUAL,</li> <li>f) Associated High Level Sensor is operative,</li> <li>g) Opposite side Transfer Ejector is operative, and</li> <li>h) Opposite side Fuel Transfer SOV is operative.</li> </ul>								
	B	3	<p>NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p>CAUTION: Ensure FCOM MLI Chart, LBS or KG column, is used as applicable.</p>						

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-11

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>					
41-02    EICAS Fuel Tank Quantity Readouts (Center and Total)					
1) 600-2B19	C	2	0		(M) Both may be inoperative provided: a) Center tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day,
	C	2	0		(M) Both may be inoperative provided: a) Center tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.
	C	2	0		(M) Both may be inoperative provided: a) Center tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity prior to each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
2) 600-2C10, 600-2D15, 600-2D24	B	2	0		(M)(O) Both may be inoperative provided: a) Center fuel tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day.
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	28-12

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>28 – FUEL</b>				
41-02    EICAS Fuel Tank Quantity Readouts (Center and Total) (cont'd)				
2) 600-2C19, 600-2D15, 600-2D24 (cont'd)	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.
	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity before each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
41-03    Fuel Computer Channels				
1) 600-2B19 (FSC)	B	2	1	One may be inoperative provided: a) Both Transfer Ejectors (Center Tank) are operative, b) Both Fuel Transfer SOVs (Center Tank) are operative, c) Both Fuel Flow "FF" Readouts are operative, and d) Fuel Used Readout on synoptic page is operative and reset prior to each flight.
2) 600-2C10, 600-2D15, 600-2D24 (FQGC)	B	2	1	(O) One may be inoperative provided: a) Remaining fuel in center tank is considered unusable, b) Center tank contains less than 500 pounds of fuel at dispatch, and c) Gravity crossflow SOV is verified operative.



DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	28-13

1. System & Sequence N° Item N° de système/série article		2.	3.	4. Remarks or Exceptions Remarques ou exceptions	
		Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier		
<u>28 – FUEL</u>					
41-04	Magnetic Level Indicators	C	5	0	All may be inoperative provided associated EICAS Fuel Tank Quantity Readouts are operative.
41-05	Fuel Pitch and Roll Inclinometers	C	2	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts (Left, Right, Center and Total) are operative.

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	28-14

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>		THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	29-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>29 – HYDRAULIC POWER</b>					
11-01    Engine Driven Pumps (EDP) (Systems 1 and 2)					
1) 600-2B19	C	2	1	(M)(O) One may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Hydraulic AC Motor Pump (ACMP) 1B and Hydraulic AC Motor Pump (ACMP) 2B are operated continuously during flight,</li> <li>b) All Hydraulic AC Motor Pumps (ACMP) are operative,</li> <li>c) Affected pump is mechanically removed and a blanking plate is installed,</li> <li>d) Both Integrated Drive Generators (IDG) are operative, and</li> <li>e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
2) 600-2C10, 600-2D15, 600-2D24	A	2	1	(M)(O) One may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Same side Hydraulic AC Motor Pump (ACMP) is operated continuously during flight,</li> <li>b) All Hydraulic AC Motor Pumps (ACMP) are operative,</li> <li>c) Affected pump is mechanically removed and a blanking plate is installed,</li> <li>d) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped and stowed, and</li> <li>e) Repairs are made within one flight day.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	29-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>29 – HYDRAULIC POWER</b>					
11-02    Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (600-2B19)					
a) ACMP 1B	C	1	0	(M) May be inoperative provided:	
a) All other hydraulic pumps are operative,				b) Affected pump is selected OFF,	
b) Affected pump is selected OFF,				c) Inboard Ground Spoiler Pair is operative,	
c) Inboard Ground Spoiler Pair is operative,				d) Nosewheel Steering is operative, and	
d) Nosewheel Steering is operative, and				e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).					
b) ACMP 2B	C	1	0	(M) One may be inoperative provided:	
a) All other hydraulic pumps are operative,				b) Affected pump is selected OFF,	
b) Affected pump is selected OFF,				c) Outboard Ground Spoiler Pair is operative,	
c) Outboard Ground Spoiler Pair is operative,				d) Nosewheel Steering is operative,	
d) Nosewheel Steering is operative,				e) Both Thrust Reverser Systems are operative,	
e) Both Thrust Reverser Systems are operative,				f) Inboard Anti-Skid (System) Channel is operative,	
f) Inboard Anti-Skid (System) Channel is operative,				g) Take-off or landing is not conducted from a contaminated runway, and	
g) Take-off or landing is not conducted from a contaminated runway, and				h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).					
11-03    Hydraulic Heat Exchanger Cooling Fan	C	1	0	May be inoperative provided hydraulic temperature of #1 and #2 systems on the synoptic page is monitored not to exceed 96 degrees C during ground operations.	
11-04    Hydraulic Switches "AUTO" Function (Hydraulic AC Motor Pumps)	C	3	0	All may be inoperative provided affected Pumps are manually selected ON before each take-off and landing.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	29-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>29 – HYDRAULIC POWER</b>							
11-05    Hydraulic Accumulator Pressure Gauges (Systems 1, 2 and 3)	C	3	0	0	(M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable ground gauge.		
11-06    Hydraulic Accumulators (Systems 1 and 2)	B	2	0	0			
11-07    Return Manifold Filter – Differential Pressure Indicators	A	3	0	0	(M) All may be inoperative provided: a) Filter element is verified free of any metal contaminant, and b) Repairs are made within one flight day.		
11-08    Hydraulic Firewall SOVs (Systems 1 and 2)							
1) 600-2B19	C	2	1	1	(M) May be inoperative provided: a) Affected hydraulic firewall SOV is deactivated, b) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped and stowed, c) Same side Engine Driven Pump (EDP) is considered inoperative, and d) Engine Driven Pump (EDP) on the opposite side is operative.		
2) 600-2C10, 600-2D15, 600-2D24	A	2	1	1	(M) May be inoperative provided: a) Affected hydraulic firewall SOV is deactivated, b) Same side Engine Driven Pump (EDP) is considered inoperative, c) Engine Driven Pump (EDP) on the opposite side is operative, and d) Repairs are made within one flight day.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	29-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>29 – HYDRAULIC POWER</b>				
12-01    Hydraulic AC Motor Pump (ACMP) 3A 1) 600-2B19	B	1	0	(M)(O) May be inoperative provided: a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) Both Integrated Drive Generators (IDG 1 and IDG 2) are operative, c) All other hydraulic pumps are operative, and d) Takeoff and landing performance is in accordance with the AFM Supplement (Flight with Landing Gear Down).
2) 600-2C10	A	1	0	(M)(O) May be inoperative provided: a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, and c) Repairs are made within one flight day.
3) 600-2D15, 600-2D24	A	1	0	(M)(O) May be inoperative provided: a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, c) Cat II and Cat III A operations are prohibited, and d) Repairs are made within one flight day.
31-01    EICAS Hydraulic Pressure Readouts (Systems 1, 2 and 3)	C	3	0	(O) All may be inoperative provided associated pressure switches are operative.
32-01    EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2 and 3)	C	3	0	(O) All may be inoperative provided quantity in associated reservoir(s) is checked on the reservoir sight glass before each departure.

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	29-5

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>					
34-01    Hydraulic Pump Low Pressure Switches (Systems 1, 2 and 3)	C	6	3	(O) Three may be inoperative provided: a) At least one Low Pressure Switch is operative for each hydraulic system, and b) Associated Hydraulic Pressure and Quantity Readouts are monitored during flight.	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	29-6

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>		THIS PAGE INTENTIONALLY LEFT BLANK



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>					
12-01	Wing Anti-Ice Modulating and SOVs (Wing Anti-Ice Valve)	C	2	0	(M) Both may be inoperative provided: a) Valves are secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
	1) 600-2B19	C	2	1	(M) May be inoperative CLOSED provided: a) Valve is secured CLOSED, and b) 14th Stage ISOL Valve is operative and selected OPEN.
	2) 600-2C10, 600-2D15, 600-2D24				
	a) A/c without ModSum 670T11216	C	2	1	(M)(O) May be inoperative CLOSED provided: a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	b) A/c with ModSum 670T11216	C	2	1	(M) May be inoperative CLOSED provided: a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>					
12-02    14th Stage ISOL Valve (600-2B19)	C	1	0		(M) May be inoperative OPEN provided: a) Valve position indication is operative, b) Both Ice Detection Systems are operative, c) Both 14th Stage SOVs are operative, and d) Both Wing Anti-Ice Modulating and SOVs are operative.
12-03    Wing Anti-Ice System (600-2B19)	C	1	0		May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.
1) Normal Control	C	1	0		(M)(O) May be inoperative provided: a) Standby Control is verified operative prior to each flight, b) Both Ice Detection Systems are operative, and c) 14th Stage Isolation Valve is operative.
2) Standby Control	C	1	0		(M) May be inoperative provided Normal Control is operative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>					
12-04    Wing Anti-Ice Temperature Sensor Elements (600-2C10, 600-2D15, 600-2D24)					
1) Inboard/ Outboard	C	8	0		May be inoperative provided: a) Wing Anti-Ice System is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
2) Inboard					
a) A/c without ModSum 670T11216	C	4	2		(O) Two elements in one sensor pair may be inoperative provided: a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
b) A/c with ModSum 670T11216	C	4	2		(O) Two elements in one sensor pair may be inoperative provided: a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>							
12-04    Wing Anti-Ice Temperature Sensor Elements (cont'd)							
3) Outboard	C	4	2	(O)	One element per sensor pair may be inoperative.		
12-05    Wing Cross Bleed Valve (Anti-Ice) (600-2C10, 600-2D15, 600-2D24)	C	1	0	(M)	May be inoperative CLOSED provided:		
a) A/c without ModSum 670T11216	C	1	0	(M)(O)	May be inoperative OPEN provided:		
b) A/c with ModSum 670T11216	C	1	0	(M)	May be inoperative OPEN provided:		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>							
12-06    Anti-Ice / Bleed Leak Detection Controller (AILC) channels (600-2C10, 600-2D15, 600-2D24)	C	2	1				
12-07    BLEED AIR 14th Stage ISOL "OPEN" Switch Light (light function only) (600-2B19)	C	1	0				
22-01    Engine Cowl Anti-Ice SOVs	C	2	1		(M) One may be inoperative provided:		
					a) Valve is secured CLOSED,		
					b) Both Ice Detection Systems are operative,		
					c) Operations are not conducted in known or forecast icing conditions, and		
					d) Operations are conducted in accordance with AFM Limitations.		
22-02    Engine Cowl Anti-Ice Pressure Relief Valves (Blow-Off Valves) (600-2B19)	B	2	1		One may be inoperative OPEN provided:		
					a) Both Ice Detection Systems are operative,		
					b) Associated Thrust Reverser is operative,		
					c) Associated Bleed Air 14th Stage SOV is operative, and		
					d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).		
	C	2	1		May be inoperative OPEN provided:		
					a) Associated Engine Cowl Anti-Ice SOV is selected OFF,		
					b) Both Ice Detection Systems are operative,		
					c) Operations are not conducted in known or forecast icing conditions, and		
					d) Operations are conducted in accordance with AFM Limitations.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	30-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>					
22-03    Cowl Anti-Ice Double Wall Duct Pressure Transducers (600-2C10, 600-2D15, 600-2D24)	C	2	1		May be inoperative provided: a) Associated Engine Cowl Anti-Ice SOV is selected OFF and considered inoperative, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.
31-01    Probe Heaters					
1) Pitot/Static Probe Heaters	B	2	1		(M) Except where enroute operations require its use, one may be inoperative provided: a) Standby Pitot Head Heater is operative, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) Both Ice Detection Systems are operative, and e) Operations are conducted in day VMC conditions only.
2) Static Port Heaters	B	2	1		(M) Except where enroute operations require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, 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.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	30-7

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>					
31-01 Probe Heaters (cont'd)					
3) Angle-of-Attack Vane Heaters	B	2	1	(M) One may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>
4) TAT Probe Heater					
a) 600-2B19	C	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>
b) 600-2C10, 600-2D15, 600-2D24	B	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative,</li> <li>d) Operations are conducted in day VMC conditions only, and</li> <li>e) Both engines T2 sensors and T2 heaters are operative.</li> </ul>
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	30-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>					
31-01 Probe Heaters (cont'd)					
5) Base Heaters (600-2B19)	B	2	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>
6) Standby Pitot Head Heater	B	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>
7) Engine T2 Probe Heaters (600-2C10, 600-2D15, 600-2D24)	B	2	1	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture (including standing water and slush) in any form,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection Systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-9

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>							
31-02     Air Data Sensor Heater Controllers	B	3	2	(M) One may be inoperative provided:			
				a) Operations are not conducted in visible moisture (including standing water and slush) in any form,			
				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.			
41-01     Windshield and Side Window Anti-Ice Controllers	C	4	3	(M) One may be inoperative provided:			
				a) Operations are not conducted in known or forecast icing conditions, and			
				b) Pilot's (Left) side window heating is operative.			
	C	4	2	(M) Two may be inoperative provided:			
				a) Operations are not conducted in known or forecast icing conditions,			
				b) Pilot's (Left) Side window heating is operative, and			
				c) Both Ice Detection Systems are operative.			
42-01     Windshield Wipers	C	2	0	One or both may be inoperative provided operations are not conducted in precipitation within 5 miles of airport of take-off or intended landing.			
1) 600-2B19							
a) SLOW Function	C	1	0	May be inoperative provided FAST function is operative.			
b) FAST Function	C	1	0	May be inoperative provided SLOW function is operative.			
c) PARK Function	C	1	0	May be inoperative provided wipers can be parked out of pilot's view.			

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-10

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>30 – ICE AND RAIN PROTECTION</b>					
42-01    Windshield Wipers (cont'd)					
2) 600-2C10, 600-2D15, 600-2D24					
a) INT Function	C	1	0	May be inoperative provided FAST or SLOW function is operative.	
b) SLOW Function	C	1	0	May be inoperative provided FAST function is operative.	
c) FAST Function	C	1	0	May be inoperative provided SLOW function is operative.	
d) PARK Function	C	1	0	May be inoperative provided wipers can be parked out of pilot's view.	
71-01    Aft Waste Service Panel Heater (600-2B19)	C	1	0		
71-02    Drain Mast Heater	C	-	0	(M) May be inoperative provided: a) Associated sink is not used, and b) Sink and/or coffee water supply is turned off.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	30-11

<b>1. System &amp; Sequence N° Item N° de système/série article</b>		<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>30 – ICE AND RAIN PROTECTION</b>							
71-03					Potable Water Freeze Protection Systems (600-2B19)		
1)	C	1	0	(M)	Galley Water System Freeze Protection (excluding Water Tank Heater) May be inoperative provided Galley Water Tank is drained.		
2)	C	1	0	(M)	Lavatory Water System Freeze Protection (excluding Water Tank Heater) May be inoperative provided Lavatory Water Tank is drained.		
3)	C	1	0	(M)	Galley Water Tank Heater May be inoperative provided: a) Heater is deactivated, and b) Galley water system is drained if ground operations below 0 degrees Celsius (32 degrees Fahrenheit) ambient will exceed 3 hours.		
4)	C	1	0	(M)	Lavatory Water Tank Heater May be inoperative provided: a) Heater is deactivated, and b) Lavatory water system is drained.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	30-12

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
30 – <u>ICE AND RAIN PROTECTION</u>					
81-01    Ice Detection Systems	C	2	1		(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.
	C	2	0		(M) Both may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed.
1) 600-2C10, 600-2D15, 600-2D24	A	2	0		(M) Both may be inoperative provided: a) Operations are conducted during the day, and b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed, and c) Repairs are made within one flight day.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	31-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<u>31 – INDICATING/ RECORDING SYSTEMS</u>					
14-01	Master Warning Switch Lights (Glareshield) (light function only)	C	2	1	
14-02	Master Caution Switch Lights (Glareshield) (light function only)	C	2	1	
21-01	Clocks	C	2	1	As required by Regulations.
		A	2	0	(O) Both may be inoperative provided: a) Both pilot and co-pilot have ready access to a reliable timepiece which display seconds (a wristwatch is acceptable), b) FDR is considered inoperative, and c) Repairs are made within three flight days.
31-01	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is verified operative, and b) Repairs are made within three flight days.
		A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within twenty calendar days.
		A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	31-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>31 – <u>INDICATING/ RECORDING SYSTEMS</u></b>				
31-02    Quick Access Recorder (QAR) ***	D	1	0	
41-01    Data Concentrator Units (DCUs) 1) 600-2B19	C	-	2	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) The inoperative DCU is deactivated,</li> <li>b) Associated AUDIO WARNING DISABLE switch is selected, and</li> <li>c) Two separate audio warning channels are verified operative before each flight.</li> </ul> <p>NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test.</p> <p>NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test.</p>
2) 600-2C10, 600-2D15, 600-2D24	C	-	2	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) The inoperative DCU is deactivated, and</li> <li>b) Associated AUDIO WARNING DISABLE switch is selected.</li> </ul> <p>NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test.</p> <p>NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test.</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	31-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>31 – INDICATING/ RECORDING SYSTEMS</b>							
41-02    EICAS Control Panel (ECP) Discrete Buttons a)    ECS b)    HYD c)    ELEC d)    FUEL e)    F/CTL f)    A/ICE g)    DOORS h)    SEL i)    MENU j)    UP k)    DN	B	1	1	0	0		Each may be inoperative provided PRIM, STAT, CAS and STEP buttons are verified operative.
41-03    Lamp Driver Unit Channels	C	2	2	1	1		(M) One channel may be inoperative provided: a) Affected channel is deactivated, and b) Remaining channel is tested operative.
41-04    Data Concentration Units (DCU) Fans	C	-	-	-	0		
41-05    AUDIO WARNING DCU 1/2/3 Switch Guards	C	-	-	-	1		May be inoperative provided DCU associated with operative switch guard is operative.
61-01    EICAS Display Units (ED #1 or ED#2)	B	2	2	2	1		

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	31-4

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés						
31 – <u>INDICATING/ RECORDING SYSTEMS</u>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%; text-align: center;">3.</th> <th style="width: 90%; text-align: center;">Number Required For Dispatch Nombre d'articles à expédier</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4.</td> <td style="text-align: center;">Remarks or Exceptions Remarques ou exceptions</td> </tr> <tr> <td colspan="2" style="text-align: center; height: 400px; vertical-align: middle;">THIS PAGE INTENTIONALLY LEFT BLANK</td> </tr> </tbody> </table>	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	Remarks or Exceptions Remarques ou exceptions	THIS PAGE INTENTIONALLY LEFT BLANK	
3.	Number Required For Dispatch Nombre d'articles à expédier							
4.	Remarks or Exceptions Remarques ou exceptions							
THIS PAGE INTENTIONALLY LEFT BLANK								



DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
32 – <u>LANDING GEAR</u>					
30-01    Landing Gear Retraction System 1) 600-2B19	B	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down),</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight,</li> <li>d) Inflight performance information given in Flight Planning and Cruise Control Manual is used,</li> <li>e) Extended overwater operations are prohibited,</li> <li>f) Both headsets are worn,</li> <li>g) Flight Compartment and Cabin Interphone systems are operative,</li> <li>h) Both Flap Electronic Control Unit Channels are operative,</li> <li>i) Both Flap Power Drive Unit Motors are operative, and</li> <li>j) Cat II and Cat III A operations are prohibited.</li> </ul>
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-2

<b>1. System &amp; Sequence No Item No de système/série article</b>		<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>32 – LANDING GEAR</b>					
30-01					
Landing Gear Retraction System (cont'd)					
2) 600-2C10 600-2D15, 600-2D24	B	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down),</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight,</li> <li>d) Inflight performance information given in Flight Planning and Cruise Control Manual is used,</li> <li>e) Extended overwater operations are prohibited,</li> <li>f) Both headsets are worn,</li> <li>g) Flight Compartment and Cabin Interphone systems are operative,</li> <li>h) Both Flap Channels of the Slat Flap Electronic Control Unit are operative,</li> <li>i) Both Flap Power Drive Unit Motors are operative,</li> <li>j) Both Slat Channels of the Slat Flap Electronic Control Unit are operative,</li> <li>k) Both Slat Power Drive Unit Motors are operative, and</li> <li>l) Cat II and Cat III A operations are prohibited.</li> </ul>
31-01					
Landing Gear Selector Handle Anti-Retraction Mechanism	C	1	0	(M) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	
			<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	
			<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
<b>32 – LANDING GEAR</b>				
40-01    Tire Pressure Indicators *** (600-2C10, 600-2D15, 600-2D24)	D	6	0	(M)
42-01    Nose Wheel Spin Down Straps (600-2C10, 600-2D15, 600-2D24)	C	2	0	(M)(O) May be inoperative provided: a) Straps are removed, and b) Nose wheel tires are visually checked for damage.
43-01    Brake Accumulator Pressure Gauges	C	2	0	(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.
44-01    Anti-skid (System) Channels 1) 600-2B19, 600-2C10	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: a) Nosewheel Steering is operative, b) Both pairs of Ground Spoilers are operative, c) Both Thrust Reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative, f) Reduced thrust take-off operations are prohibited, g) Take-off or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>
				<b>Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
32 – <u>LANDING GEAR</u>				
44-01    Anti-skid (System) Channels (cont'd)				
2) 600-2D15, 600-2D24	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: <ul style="list-style-type: none"> <li>a) Nosewheel Steering is operative,</li> <li>b) Both pairs of Ground Spoilers are operative,</li> <li>c) Both Thrust Reversers are operative,</li> <li>d) Both inboard and outboard wheel brakes are verified operative,</li> <li>e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative,</li> <li>f) Reduced thrust take-off operations are prohibited,</li> <li>g) Take-off is not conducted from a wet runway,</li> <li>h) Take-off or landing is not conducted from a contaminated runway, and</li> <li>i) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).</li> </ul>
46-01    EICAS Brake Temperature Monitoring Readouts	B	4	0	All may be inoperative provided: <ul style="list-style-type: none"> <li>a) AFM quick turn-around landing weight charts are used, and</li> <li>b) Minimum brake cooling times (AFM Performance) are observed.</li> </ul>
46-02    A/SKID Sub-system (600-2C10, 600-2D15, 600-2D24)	C	1	0	(M)(O) May be inoperative as indicated by "A/SKID FAULT" status message on EICAS.

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-5

1. System & Sequence N° N° de système/série	Item article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
32 – <u>LANDING GEAR</u>					
47-01	EICAS Brake Pressure Readouts	C	2	0	(M) Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of the day,</li> <li>b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and</li> <li>c) EICAS Hydraulic Pressure Readouts are operative.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	32-6

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
3. Number Required For Dispatch Nombre d'articles à expédier				
4. Remarks or Exceptions Remarques ou exceptions				
<b>32 – LANDING GEAR</b>				
50-01    Nosewheel Steering 1) 600-2B19	C	1	1	0 (M)(O) May be inoperative provided: a) Solenoid selector valve is not failed OPEN, b) Landing gear selector valve is verified operative, c) Nosewheel steering system is selected OFF, d) Take-off or landing is not conducted from a contaminated runway, e) Flight/Ground Spoiler Systems are operative, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems inoperative).  NOTE:    Asymmetric brakes rather than asymmetric thrust should be used to maintain directional control as required at low speed end of the roll.
2) 600-2C10, 600-2D15, 600-2D24	C	1	1	0 (M)(O) May be inoperative provided: a) Solenoid selector valve is not failed OPEN, b) Landing gear selector valve is verified operative, c) Nosewheel steering system is selected OFF, d) Take-off or landing is not conducted from a contaminated runway, e) Both pairs of Ground Spoilers are operative, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems inoperative).  NOTE:    Asymmetric brakes rather than asymmetric thrust should be used to maintain directional control as required at low speed end of the roll.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision NO - NO de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-1

1. System & Sequence NO Item NO de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
11-01	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting Systems (excluding EFIS)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
		D	-	0	May be inoperative provided aircraft is not operated at night.
13-01	Cockpit Dome Light				
	1) 600-2B19	C	1	0	
	2) 600-2C10, 600-2D15, 600-2D24	C	3	0	
21-01	Cabin Interior Lights				
	1) 600-2B19				
	a) A/c without ModSum TC601R101452, or TC601R101462, or TC601R101520	C	-	-	May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	33-2

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<b>33 – LIGHTS</b>				
21-01 Cabin Interior Lights (cont'd) 1) 600-2B19 (cont'd) b) A/c with or without ModSum TC601R101576 and either ModSum TC601R101452, or TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights, up to 25% of ceiling lights may be inoperative provided: a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flight crew, and f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed.
c) A/c with ModSum TC601R101576 and either ModSum TC601R101452, or TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights may be inoperative provided: a) All ceiling lights are operative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flight crew, and f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed.
(cont'd)				



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	33-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
21-01	Cabin Interior Lights (cont'd)				
	2) 600-2C10, 600-2D15, 600-2D24	C	-	-	All sidewall downwash lights and up to 50% of ceiling lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) No more than two adjacent and no opposite ceiling lights may be inoperative,</li> <li>b) Cabin interior light brightness control is operative or failed in a bright state,</li> <li>c) Sufficient lighting is operative for cabin crew to perform required duties, and</li> <li>d) Lighting configuration at dispatch is acceptable to the flight crew.</li> </ul>
21-02	Stair Lights	D	3	0	
23-01	Boarding Lights (600-2B19)	D	-	0	
23-02	Entrance Lights (600-2C10, 600-2D15, 600-2D24)	D	3	0	May be inoperative provided sufficient lighting for cabin crew is available to perform required duties.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>33 – LIGHTS</b>					
24-01 Passenger Notice System (No Smoking/ Fasten Seat Belts)	A	1	0	0	(O) May be inoperative provided: a) Aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.  NOTE: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.
	C	1	0	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.
1) Automatic Function	C	1	0	0	(O) May be inoperative provided: a) Manual control function is verified operative, and b) Alternate procedures are established and used.
2) No Smoking / Fasten Seat Belt Signs	C	-	0	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.
	C	-	-	-	(O) One or more may be inoperative provided passenger or flight attendant seats from which a sign is illegible or missing shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-5

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
31-01	Service Lights	D	-	0	
32-01	Maintenance Lights	D	-	0	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	33-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
33 – <u>LIGHTS</u>							
41-01    Landing Lights							
1) 600-2B19	C	4	3				
	C	4	2		Two may be inoperative provided:		
					a) Both Taxi/Recognition Lights are operative, and		
					b) Taxi/Recognition Lights are switched OFF whenever airplane is stationary in excess of 10 minutes.		
	C	4	0		All may be inoperative provided aircraft is not operated at night.		
2) 600-2C10, 600-2D15, 600-2D24							
a) Nose Light	C	1	0		May be inoperative provided:		
					a) Both Wing Landing Lights are operative, and		
					b) Both Taxi/Recognition Lights are operative.		
	C	1	0		May be inoperative provided aircraft is not operated at night.		
b) Wing Lights	C	2	1		One may be inoperative provided the associated Taxi/Recognition Light is operative.		
	C	2	0		Both may be inoperative provided aircraft is not operated at night.		
41-02    Taxi/Recognition Lights	C	2	0		Both may be inoperative provided aircraft is not operated at night.		
1) 600-2B19	C	2	0		Both may be inoperative provided two Landing Lights are operative.		
2) 600-2C10, 600-2D15, 600-2D24	C	2	0		Both may be inoperative provided all Landing Lights are operative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>33 – LIGHTS</b>						
41-03 Pulsating Landing Lights System *** (600-2B19)	D	1	0		(M) May be inoperative provided: a) System is deactivated, and b) Landing Light System is verified operative.	
42-01 Navigation Lights						
1) Wing Tip Position Light Bulbs	C	4	2		(M) One light bulb may be inoperative at each wing tip.	
	C	4	0		All may be inoperative provided aircraft is not operated at night.	
2) Aft Position Light Bulbs	C	2	1		(M)	
	C	2	0		Both may be inoperative provided aircraft is not operated at night.	
43-01 Wing Inspection Lights	C	2	0		Both may be inoperative provided: a) Ground de-icing procedures do not require their use, and b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.	
	C	2	0		Both may be inoperative provided aircraft is not operated at night.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
33 – <u>LIGHTS</u>					
44-01    High Intensity Anti-Collision Strobe Lights	C	3	0		May be inoperative provided aircraft is not operated at night.
44-02    Low Intensity Red Beacon Lights	C	2	0		
45-01    Sterile Light System ***	D	1	0		(O) May be inoperative provided alternate procedures are established and used.
46-01    Tail Flood Lights (Logo Lights) ***	D	2	0		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-9

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
51-01					Cabin Emergency Lights
					1) 600-2B19
					a) Ceiling Level Emergency Floodlights
	C	4	2	2	Two ceiling floodlights may be inoperative provided they are not adjacent to each other.
					b) Floor Level Emergency Floodlights (A/c without ModSum, TC601R101462 or TC601R101470 or TC601R101520)
	C	2	2	2	Three out of five bulbs within each floodlight may be inoperative.
					c) Floor Level Emergency Floodlights (A/c with ModSum, TC601R101462 or TC601R101470 or TC601R101520)
	C	1	1	1	Three out of five bulbs within the floodlight may be inoperative.
					d) Ceiling Level Lighted Exit Signs (Curved Signs)
	C	3	3	3	Each exit-sign may have 50% of its internal lights inoperative, except that both tip lights in exit sign must be operative.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-10

<b>1. System &amp; Sequence N° Item N° de système/série article</b>		<b>2. Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>33 – LIGHTS</b>				
51-01 Cabin Emergency Lights (cont'd)				
1) 600-2B19 (cont'd)				
e) Lighted Exit Signs	C	4	4	Each exit sign may have 50% of its internal lights inoperative.
f) Floor Level Lighted Exit Signs (A/c with ModSum, TC601R101462 or TC601R101470 or TC601R101520)	C	4	4	Three out of five bulbs within each sign may be inoperative.
g) Electroluminescent Floor Proximity Emergency Escape Path Marking System (A/c without ModSum TC601R101452, or TC601R101462, or TC601R101520)	C	1	1	Up to 50% of the individual floor-mounted lighting strips may be inoperative provided they are not adjacent to each other. Strips with orange overlays at the Service Door must be operative.
(cont'd)				



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-11

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
51-01 Cabin Emergency Lights (cont'd) 1) 600-2B19 (cont'd) h) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape *** (A/c with ModSum TC601R101452, or TC601R101462, or TC601R101520)	C	1	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> <li>a) Length of the affected section(s) does not exceed 8 in. (20 cm),</li> <li>b) Affected section(s) is not attached to the overwing exit marker cross sections,</li> <li>c) Overwing exit marker cross sections are not affected,</li> <li>d) Aft cabin cross-aisle section is not affected,</li> <li>e) Interval between affected sections on the same side is not less than 128 in. (326 cm),</li> <li>f) Interval between affected sections on the opposite sides is not less than 60 in. (153 cm), and</li> <li>g) Maximum total length of the affected sections on both sides does not exceed 48 in. (120 cm).</li> </ul> <p>NOTE: For the purpose of this item, the term “damaged” implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p>
(cont'd)					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-12

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
33 – <u>LIGHTS</u>						
51-01 Cabin Emergency Lights (cont'd) 2) 600-2C10						
a) Ceiling Level Emergency Floodlights	C	-	-			Two lights may be inoperative provided they are not adjacent to each other.
b) Floor Level Emergency Floodlights	C	2	0			
c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3			Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.
d) Lighted Exit Signs	C	4	4			Each exit sign may have 50% of its internal lights inoperative.
e) Floor Level Lighted Exit Signs	C	4	4			Each floor proximity exit sign may have 50% of its internal lights inoperative.
						(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-13

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
51-01 Cabin Emergency Lights (cont'd)					
2) 600-2C10 (cont'd)					
f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> <li>a) Length of the affected section(s) does not exceed 8 in. (20 cm),</li> <li>b) Affected section(s) is not attached to the overwing exit marker cross sections,</li> <li>c) Overwing exit marker cross sections are not affected,</li> <li>d) Interval between affected sections on the same side is not less than 128 in. (326 cm),</li> <li>e) Interval between affected sections on the opposite sides is not less than 60 in. (153 cm), and</li> <li>f) Maximum total length of the affected sections on both sides does not exceed 72 in. (180 cm).</li> </ul> <p>NOTE: For the purpose of this item, the term “damaged” implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p>

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-14

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
33 – <u>LIGHTS</u>							
51-01 Cabin Emergency Lights (cont'd)							
3) 600-2D15, 600-2D24							
a) Ceiling Level Emergency Floodlights	C	8	5		Three lights may be inoperative provided they are not adjacent to each other.		
b) Floor Level Emergency Floodlights	C	2	0				
c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3		Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.		
d) Lighted Exit Signs	C	6	6		Each exit sign may have 50% of its internal lights inoperative.		
e) Floor Level Lighted Exit Signs	C	6	6		Each floor proximity exit sign may have 50% of its internal lights inoperative.		
							(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-15

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>					
51-01 Cabin Emergency Lights (cont'd) 3) 600-2D15, 600-2D24 (cont'd) f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> <li>a) Length of the affected section(s) does not exceed 8 in. (20 cm),</li> <li>b) Affected section(s) is not attached to the overwing exit marker cross sections,</li> <li>c) Overwing exit marker cross sections are not affected,</li> <li>d) Interval between affected sections on the same side is not less than 128 in. (326 cm),</li> <li>e) Interval between affected sections on the opposite sides is not less than 60 in. (153 cm), and</li> <li>f) Maximum total length of the affected sections on both sides does not exceed 88 in. (220 cm).</li> </ul> <p>NOTE: For the purpose of this item, the term “damaged” implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	33-16

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>33 – LIGHTS</b>							
51-02 Exterior Emergency Lights	C	-	0		All may be inoperative provided aircraft is not operated at night.		
	A	-	0		(O) May be inoperative provided: a) Aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.		
					NOTE 1: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.		
					NOTE 2: Operators MEL must state maximum number of aircraft crew permitted.		
1) 600-2B19	C	8	6		One of two rearward overwing lights on each side of aircraft may be inoperative.		
2) 600-2D15, 600-2D24	C	8	6		Forward overwing emergency light on each side of aircraft may be inoperative.		
51-03 Emergency Lights "OFF" Light (light function only) (600-2B19)	C	1	0				

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-1

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>34 – NAVIGATION</b>					
12-01	Integrated Standby Instruments (ISI) (600-2B19***, 600-2C10, 600-2D15, 600-2D24)				
	1) NAV Function	C	1	0	
	2) Attitude Function	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC, and b) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.
14-01	Altitude Alerting System	A	-	0	Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within three flight days.
21-01	Attitude Heading Reference System (AHRS) Fans	C	2	0	
22-01	Non-stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Operations are conducted with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative and used in conjunction with approved Free Gyro Navigation Techniques.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-2

<b>1. System &amp; Sequence No Item No de système/série article</b>		<b>2. Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>34 – NAVIGATION</b>				
23-01	Standby Attitude Indicator (600-2B19)	B 1	0	May be inoperative provided: a) Operations are conducted in day VMC, and b) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.
25-01	Source Select Panel Switches			
	1) ATTD/HDG, DSPL CONT	C 2	0	Both may be inoperative provided: a) PFD/MFD are not selected to a common source, b) Standby Attitude Indicator/ISI Attitude Function is operative, and c) Standby Magnetic Compass Indicator is operative.
	2) AIR DATA	C 1	0	Except where enroute operations require its use, may be inoperative.
30-01	Microwave Landing System (MLS) Receiver *** (600-2B19)	D -	0	As required by Regulations.
32-01	Head-up Guidance System ***	D 1	0	(M) May be inoperative provided approach procedures are not dependent on its use.
		C 1	0	(M) May be inoperative provided routine procedures do not require its use.



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
<b>34 – NAVIGATION</b>					
41-01	Weather Radar System	C	1	-	As required by Regulations.
	1) Turbulence Mode	C	-	0	
41-02	Weather Radar Control Panels	C	-	1	
		C	-	-	As required by Regulations.
42-01	Ground Proximity Warning System	A	-	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within three flight days.
	1) Modes 1-4 (Terrain Avoidance)	A	-	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within three flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.
	3) Glideslope Deviation (Mode 5)	B	1	0	
	4) Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	34-4

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés	
				3. Number Required For Dispatch Nombre d'articles à expédier	
				4. Remarks or Exceptions Remarques ou exceptions	
<b>34 – NAVIGATION</b>					
42-01				Ground Proximity Warning System (cont'd)	
				5) Windshear Mode (Mode 7)	
	a)	600-2B19 (a/c without ModSum TC601R15984)	C	1      0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, b) Flap position transmitters are verified operative, and c) Takeoffs and landings are not conducted in known or forecast windshear conditions.
	b)	600-2B19 (a/c with ModSum TC601R15984), 600-2C10, 600-2D15, 600-2D24	C	1      0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
	6)	Enhanced GPWS Modes ***	C	-      0	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>34 – NAVIGATION</b>							
42-02    GRND PROX TERRAIN Switch Guard ***	C	1	0	0			
42-03    GRND PROX FLAP Switch Guard ***	A	1	0	0	May be inoperative provided:		
					a) Ground Proximity Warning System Modes 1-4 are considered inoperative, and		
					b) Repairs are made within three flight days.		
43-01    Traffic Alert Collision Avoidance System (TCAS II)	C	-	0	0	(M) May be inoperative provided system is deactivated and secured.		
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays ***	C	2	1	1	(O) One may be inoperative on non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.		
2) Resolution Advisory (RA) Display System(s)	C	2	1	1	(O) One may be inoperative on non-flying pilot side.		
	C	-	0	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.		
3) Traffic Alert (TA) Display System(s)	C	-	0	0	(O) May be inoperative provided all installed RA display and audio functions are operative.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-6

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
3. Number Required For Dispatch Nombre d'articles à expédier					
4. Remarks or Exceptions Remarques ou exceptions					
<b>34 – NAVIGATION</b>					
44-01	Radio Altimeter 1) 600-2B19	C	-	1	(M) May be inoperative provided approach minimums are not dependent on its use.
	2) 600-2C10, 600-2D15, 600-2D24	C	-	1	(M) May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Spoiler / Stabilizer Subsystem of SSCS is considered inoperative.  NOTE: SPLR/STAB FAULT status message will be displayed on EICAS.
44-02	Radio Altimeter Test Switches				
	1) Single Radio Altimeter Installation	C	2	1	One may be inoperative provided RAD ALT test function on the operative side is performed prior to each flight.
	2) Dual Radio Altimeter Installation ***	C	2	1	One may be inoperative provided: a) RAD ALT test function on the operative side is performed prior to each flight, and b) Associated Radio Altimeter with the operative test switch is operative.
45-01	IRS Fan *** (600-2C10, 600-2D15, 600-2D24)	C	2	0	
50-01	Long Range Navigation Systems (INS/IRS (Navigation function only), GPS, etc.)	C	-	-	As required by Regulations.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-7

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>34 – NAVIGATION</b>							
51-01    Marker Beacon System	D	2	0	0	May be inoperative provided approach procedures do not require its use.		
51-02    VHF Navigation Systems (VOR/ILS)	C	2	-	-	(O) Any in excess of those required by Regulations may be inoperative provided it is not powered by the DC Essential Bus.		
52-01    Automatic Direction Finding (ADF) System	C	-	-	-	As required by Regulations.		
53-01    Distance Measuring Equipment Systems (DME)	C	2	-	-	As required by Regulations.		
54-01    ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	-	As required by Regulations.		
	D	-	-	-	Any in excess of those required by Regulations may be inoperative.		
<p style="margin-left: 40px;">NOTE:    Transponder and Flight Director/ Autopilot must use same side ADC data for RVSM operations.</p>							

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	34-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>		<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>34 – NAVIGATION</b>						
61-01    Flight Management Systems ***	C	-	-	-	(O) Except where enroute operations require its use, all may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Alternate means for initializing IRS is available for IRS equipped aircraft, and</li> <li>c) Both RTUs are operative.</li> </ul>
1) Navigation Databases	C	-	-	-	(O) May be out of currency provided:	<ul style="list-style-type: none"> <li>a) Current Aeronautical Charts are use to verify Navigation Fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and</li> <li>c) Approach Navigation Radios are manually tune and identified.</li> </ul>
61-02    Data Base Unit (DBU) ***	D	1	0	0		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	35-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>35 – OXYGEN</b>							
10-01    Observer's Oxygen System	B	1	0	0	May be inoperative provided:		
					a) Observer's seat is not occupied, and		
					b) A passenger seat in the passenger cabin is made available to a regulatory inspector for performance of official duties.		
11-02    Oxygen Pressure Switch (600-2C10, 600-2D15, 600-2D24)	B	1	0	0	(M) May be inoperative provided:		
					a) Oxygen cylinder pre-charged pressure is checked prior to each flight,		
					b) Oxygen cylinder control valve is verified OPEN prior to each flight, and		
					c) Pilot and Copilot Masks are verified operative prior to each flight.		
12-01    Flight Crew Oxygen Pressure Indications							
1) EICAS Readout	C	1	0	0	(M)(O) May be inoperative provided Ground Service Panel Pressure Gauge or Bottle Pressure Gauge is operative and checked prior to each flight.		
2) Ground Service Panel Pressure Gauge	C	1	0	0	May be inoperative provided EICAS Readout is operative and checked prior to each flight.		
	C	1	0	0	(M) May be inoperative provided Bottle Pressure Gauge is operative and checked prior to each flight.		
3) Bottle Pressure Gauge	C	1	0	0			
12-02    High Pressure Discharge Indicator	C	1	0	0	(O) May be damaged or missing provided:		
					a) Two pressure indications are verified operative after failure occurrence, and		
					b) Crew oxygen bottle pressure is checked within limits before each flight.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	35-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
35 – <u>OXYGEN</u>					
20-01 Passenger Oxygen System	B	1	0	(O) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) All components of cabin pressurization warning and indicating systems are operative,</li> <li>b) Operations are conducted so that minimum enroute altitude is at or below 13,000 ft MSL,</li> <li>c) Operations are conducted at or below FL 250,</li> <li>d) Portable oxygen units are provided for all crew members and for 10 percent of the passengers for half an hour (supplemental oxygen),</li> <li>e) Operational procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and</li> <li>f) Both Air Conditioning Packs are verified operative.</li> </ul>
1) Automatic Deployment	B	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Manual deployment is operative, and</li> <li>b) Operations are conducted at or below FL 300.</li> </ul>
2) Passenger Service Units (PSUs)	D	-	0	(M)(O) Individual PSUs may be inoperative with no flight altitude restriction provided:	<ul style="list-style-type: none"> <li>a) Associated seats are blocked and placarded to prevent occupancy,</li> <li>b) PSUs for flight attendant locations operate normally, and</li> <li>c) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU (forward and aft, left and right).</li> </ul>

(cont'd) |



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	35-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
35 – <u>OXYGEN</u>					
20-01	Passenger Oxygen System (cont'd)				
	3) Automatic Opening Feature of Door Latches	B	-	-	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) The door is confirmed inoperative unlatched,</li> <li>b) The door is secured closed,</li> <li>c) The PSU oxygen system is operative,</li> <li>d) The flight remains at or below FL 300,</li> <li>e) The manual deployment system is operative,</li> <li>f) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative automatic opening feature, and</li> <li>g) Occupants are briefed on oxygen mask access.</li> </ul>
					NOTE: The method of door closure must not hinder ready access to the first aid oxygen outlet.
20-02	Passenger Oxygen (Masks Deployed) "ON" Light	C	1	0	
20-03	Lavatory Passenger Oxygen System	C	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory is not used for any purpose, and</li> <li>b) Lavatory door is locked and placarded "INOPERATIVE DO NOT ENTER".</li> </ul>
		C	-	0	(O) May be inoperative provided flight is conducted at or below FL 250.
					NOTE: These provisos are not intended to preclude lavatory inspections by a crew member.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	35-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
35 – <u>OXYGEN</u>				
31-01    Portable Oxygen Dispensing Units	D	-	-	(M)(O) Any in excess of those required by Regulations may be inoperative provided: <ul style="list-style-type: none"> <li>a) Inoperative unit is removed from passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the unit and its installed location are placarded INOPERATIVE,</li> <li>b) Required distribution is maintained, and</li> <li>c) Procedures are established to alert crew members of inoperative or missing equipment.</li> </ul>
31-02    Protective Breathing Equipment	D	-	-	(O) Any in excess of those required by Regulations may be missing or inoperative provided: <ul style="list-style-type: none"> <li>a) Required distribution of operative units is maintained throughout the aircraft,</li> <li>b) Inoperative PBE unit is removed from passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the PBE unit and its installed location are placarded INOPERATIVE, and</li> <li>c) Procedures are established to alert crew members of inoperative or missing equipment.</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-1

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>					
11-02    Pressure Regulating SOV (PRSOV)					
1) 600-2C10	C	2	1	1	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated PRSOV is secured CLOSED,</li> <li>b) Opposite HPV is operative,</li> <li>c) Opposite Engine Cowl Anti-Ice SOV is operative,</li> <li>d) APU is operative,</li> <li>e) APU Load Control Valve is operative,</li> <li>f) Operations are conducted at or below FL 310,</li> <li>g) Operations are not conducted in known or forecast icing conditions, and</li> <li>h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
2) 600-2D15, 600-2D24	C	2	1	1	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated PRSOV is secured CLOSED,</li> <li>b) Opposite HPV is operative,</li> <li>c) Opposite Engine Cowl Anti-Ice SOV is operative,</li> <li>d) APU is operative,</li> <li>e) APU Load Control Valve is operative,</li> <li>f) Operations are conducted at or below FL 250,</li> <li>g) Operations are not conducted in known or forecast icing conditions, and</li> <li>h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-2

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>				
11-03    High Pressure Valve (HPV)				
1) 600-2C10	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti-Ice SOV is operative, c) APU is operative, d) APU Load Control Valve is operative, e) Operations are conducted at or below FL 310, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
2) 600-2D15, 600-2D24	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti-Ice SOV is operative, c) APU is operative, d) APU Load Control Valve is operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
36 – <u>PNEUMATIC</u>					
11-04    Pack Inlet Pressure Sensor (600-2C10, 600-2D15, 600-2D24)	C	2	0		
12-01    Bleed Air L/R 14th Stage SOVs (600-2B19)	C	2	1		(M) One may be inoperative provided: a) Affected valve is secured CLOSED, b) Both Ice Detection Systems are operative, c) Associated Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, d) Operations are not conducted in known or forecast icing conditions, and e) Operations are conducted in accordance with AFM performance data for one Thrust Reverser inoperative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>36 – PNEUMATIC</b>					
12-02    Bleed Air ISOL Valve (Cross- Bleed Valve)					
1) 600-2C10	C	1	0	(M)(O) May be inoperative OPEN provided:	<ul style="list-style-type: none"> <li>a) ISOL valve is secured OPEN,</li> <li>b) Bleed source selector switch is selected either to L ENG or R ENG,</li> <li>c) Bleed valves selector switch is selected to MANUAL,</li> <li>d) PRSOV and HPV on selected side are operative,</li> <li>e) Operations are conducted at or below FL 310,</li> <li>f) Operations are not conducted in known or forecast icing conditions, and</li> <li>g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
2) 600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided:	<ul style="list-style-type: none"> <li>a) ISOL valve is secured OPEN,</li> <li>b) Bleed source selector switch is selected either to L ENG or R ENG,</li> <li>c) Bleed valves selector switch is selected to MANUAL,</li> <li>d) PRSOV and HPV on selected side are operative,</li> <li>e) Operations are conducted at or below FL 250,</li> <li>f) Operations are not conducted in known or forecast icing conditions, and</li> <li>g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-5

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>36 – PNEUMATIC</b>							
21-01    Bleed Air 10th Stage Overheat Sensing Loops (A & B) (600-2B19)	C	2	2	1			(O) Either loop A or B may be inoperative provided neither loop is failed OPEN.
21-02    BLEED AIR 14th Stage "L/R DUCT FAIL/ CLOSED" Switch Lights (light function only) (600-2B19)	C	2	2	0			
21-04    BLEED AIR 10th Stage "DUCT FAIL/ CLOSED" Switch Lights (light function only) (600-2B19)	C	2	2	0			
21-05    BLEED AIR 10th Stage Isol "OPEN" Switch Light (light function only) (600-2B19)	C	1	1	0			

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>36 – PNEUMATIC</b>						
21-06    Air Leak Detection System (600-2C10, 600-2D15, 600-2D24)	C	1	1	1	1	System redundancy may be degraded as indicated by "DUCT MON FAULT" status message.
1) Anti-Ice Loops	C	2	0	0	0	Both Loops (A and B) may be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, and b) Operations are not conducted in known or forecast icing conditions.
2) Cowl Loops						
a) Left	C	2	0	0	0	Both Loops (A and B) may be inoperative provided: a) At least one Right Cowl Loop is operative, b) Right Cowl Anti-Ice SOV is operative, c) Right PRSOV is operative, d) Right HPV is operative, e) Left cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.
b) Right	C	2	0	0	0	Both Loops (A and B) may be inoperative provided: a) At least one Left Cowl Loop is operative, b) Left Cowl Anti-Ice SOV is operative, c) Left PRSOV is operative, d) Left HPV is operative, e) Right cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.

(cont'd)



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D215/-2D24	<b>Date:</b> June 30/05	36-7

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>				
21-06    Air Leak Detection System (600-2C10, 600-2D15, 600-2D24) (cont'd)				
3) Bleed Loops				
a) Left (600-2C10)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
				(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-8

1. System & Sequence No Item No de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>				
21-06    Air Leak Detection System (600-2C10, 600-2D15, 600-2D24) (cont'd)				
3) Bleed Loops (cont'd)				
b) Left (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
				(cont'd)

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-9

1. System & Sequence N° Item N° de système/série article			2. Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>			
21-06    Air Leak Detection System (600-2C10, 600-2D15, 600-2D24) (cont'd)			
3) Bleed Loops (cont'd)			
c) Right (600-2C10)	C	2	0 (O) Both loops (A and B) may be inoperative provided: a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
(cont'd)			

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	36-10

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATIC</u>				
21-06    Air Leak Detection System (600-2C10, 600-2D15, 600-2D24) (cont'd)				
3) Bleed Loops (cont'd)				
d) Right (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	38-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
38 – <u>WATER/WASTE</u>				
10-01 Potable Water Systems	C	2	0	(M) May be inoperative provided: a) Appropriate procedures are established to deactivate applicable system components to prevent its use or servicing, and b) Tank is drained and inspected to ensure no leakage.  NOTE: (600-2C10, 600-2D15, 600-2D24 only) "Diagnostic" light may be illuminated when one or both potable water system is inoperative.
	C	-	0	(M)(O) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.
1) Sub-system Components/ Functions (600-2C10, 600-2D15, 600-2D24)	C	1	0	(O) May be inoperative as indicated by the "Diagnostic" light on the Potable Water Control Panel provided both AFT and FWD Potable Water Systems are verified operative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	38-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>3.</b>	<b>Number Installed Nombre d'articles installés</b>
				<b>Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
38 – <u>WATER/WASTE</u>				
30-01    Lavatory Waste System	C	-	0	(M) May be inoperative provided: a) Procedures are established to deactivate system components, b) Waste is drained, and system is inspected for leakage, and c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER.
1) 600-2C10***, 600-2D15***, 600-2D24***	D	2	1	(M) May be inoperative provided: a) Procedures are established to deactivate system components, b) Waste is drained, and system is inspected for leakage, c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER, and d) There is at least one serviceable lavatory on the aircraft.
30-02    Lavatory Service Indicator Lights	C	-	0	May be inoperative provided alternate procedures are established and used.
				NOTE:    Waste tanks require a precharge of 8.7 L (2.3 US gallons).

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	45-1

1. System & Sequence N° Item N° de système/série article				2. Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
<u>45 – CENTRAL MAINTENANCE SYSTEMS</u>				
45-01    Maintenance Diagnostic Computer (MDC)	B	1	0	(M) May be inoperative provided alternate procedures are established and used.

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	45-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés				
45 – <u>CENTRAL</u> <u>MAINTENANCE SYSTEMS</u>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%; text-align: center;">3.</th> <th style="width: 90%; text-align: center;">Number Required For Dispatch Nombre d'articles à expédier</th> </tr> </thead> <tbody> <tr> <td style="width: 10%; text-align: center; vertical-align: top;">4.</td> <td style="vertical-align: top;"> <b>Remarks or Exceptions Remarques ou exceptions</b> </td> </tr> </tbody> </table>	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	<b>Remarks or Exceptions Remarques ou exceptions</b>
3.	Number Required For Dispatch Nombre d'articles à expédier					
4.	<b>Remarks or Exceptions Remarques ou exceptions</b>					
		THIS PAGE INTENTIONALLY LEFT BLANK				



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	49-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
49 – <u>APU</u>					
10-01    Auxiliary Power Unit (APU)					
1) 600-2B19	C	1	0	(M) May be inoperative provided:	
				a) APU is deactivated,	
				b) Intake door is visually verified CLOSED,	
				c) Both Integrated Drive Generators (IDG) are operative, and	
				d) Relay contactor K1XC and K2XD P/N HA4A- 039 do not have manufacturing date codes from 0011 through 0050 inclusive.	
	C	1	0	(M) May be inoperative provided:	
				a) APU is deactivated,	
				b) Aircraft speed is limited to 300 knots,	
				c) Both Integrated Drive Generators (IDG) are operative, and	
				d) Relay contactor K1XC and K2XD P/N HA4A- 039 do not have manufacturing date codes from 0011 through 0050 inclusive.	
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided:	
				a) APU is deactivated,	
				b) Intake door is visually verified CLOSED, and	
				c) Both Integrated Drive Generators (IDG) are operative.	
	C	1	0	(M) May be inoperative provided:	
				a) APU is deactivated,	
				b) Aircraft speed is limited to 220 knots, and	
				c) Both Integrated Drive Generators (IDG) are operative.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision No - No de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	49-2

<b>System &amp; Sequence No Item No de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
49 – <u>APU</u>					
14-01    APU Air Intake Door Linear Actuator					
1) 600-2B19	C	1	0		(M) May be inoperative provided: a) APU is not used, b) Aircraft speed is limited to 300 knots, c) Both Integrated Drive Generators (IDG) are operative, and d) Relay contactor K1XC and K2XD P/N HA4A-039 do not have manufacturing date codes from 0011 through 0050 inclusive.
	C	1	0		(M) May be inoperative provided: a) Intake door is deactivated CLOSED, and b) APU is considered inoperative.
	C	1	0		(M)(O) May be inoperative provided: a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 300 knots if APU is OFF, c) AFM performance corrections for APU ON are applied, d) APU Battery is operative, and e) APU Battery Charger is operative.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0		May be inoperative provided: a) APU is not used, b) Aircraft speed is limited to 220 knots, and c) Both Integrated Drive Generators (IDG) are operative.
	C	1	0		(M) May be inoperative provided: a) Intake door is deactivated CLOSED, and b) APU is considered inoperative.

(cont'd)

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	49-3

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
49 – <u>APU</u>					
14-01    APU Air Intake Door Linear Actuator (cont'd) 2) 600-2C10, 600-2D15, 600-2D24 (cont'd)	C	1	0	0	(M) May be inoperative provided: a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 220 knots if APU is OFF, and c) AFM performance corrections for APU ON are applied.
43-01    APU START/STOP "START/AVAIL" Switch Light (light function only)	C	1	0	0	
51-01    APU Load Control Valve (LCV) 1) 600-2B19	C	1	0	0	(M) May be inoperative provided it is secured CLOSED.  NOTE:    The APU is available as a source of electrical power only, if required.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	0	(M) May be inoperative CLOSED provided Bleed Valves are selected to "Manual" on the Bleed Air Control Panel.  NOTE:    The APU is available as a source of electrical power only, if required.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° – N° de révision :</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	49-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
49 – <u>APU</u>						
51-02    APU Surge Control Valve (600-2C10, 600-2D15, 600-2D24)	C	1	0	0	May be inoperative CLOSED provided: a) APU is not operated above 17,000 ft, and b) Operations are not dependent on use of APU.	
51-03    APU LCV “FAIL/OPEN” Switch Light (light function only) (600-2B19)	C	1	0	0		
61-01    Electronic Control Unit (ECU)	C	1	0	0	May be inoperative provided APU is considered inoperative.	
61-02    APU Sub-system (600-2C10, 600-2D15, 600-2D24)	B	1	0	0	(O) May be inoperative as indicated by “APU FAULT” status message on ground provided: a) APU is operative (start and shutdown normally), and b) Flight operations are not dependent on use of APU.	

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° – N° de révision :</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>52 – DOORS</b>							
11-01    Passenger Door Power Assist System	C	1	0		(M) May be inoperative provided door is verified manually operative (opens and closes) without any interference.		
					NOTE: Stand clear of door when opening. (Door opens faster).		
11-05    Passenger Door Handrail Quick-Release Pins (600-2C10, 600-2D15, 600-2D24)	C	2	1		(M) May be missing provided the associated cable is stowed.		
11-06    Passenger Door Support Wheel Assembly	C	1	0		(M)(O) May be inoperative or missing provided:		
					a) Support Wheel Assembly is deactivated,		
					b) Alternate procedures to support door with cable kit are established and used, and		
					c) Placarded stairway loading limitations are maintained.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° – N° de révision :</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	52-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>
					<b>4. Remarks or Exceptions Remarques ou exceptions</b>
52 – <u>DOORS</u>					
21-01    Doors and Overwing Emergency Exits	A	-	-	-	<p>(M)(O) One overwing emergency exit or one door may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Only aircraft crew are carried,</li> <li>b) Affected door or emergency exit is verified CLOSED, LATCHED and LOCKED before each departure,</li> <li>c) Aircraft crew are advised of the nature (emergency exit availability) and extent of the unserviceability and that evacuation procedures do not include affected exit though opposite exit may be used,</li> <li>d) A conspicuous sign or placard, indicating that the exit is inoperative, is attached to the exit,</li> <li>e) Emergency exit signs and lights associated with the inoperative exit are obscured, and</li> <li>f) Repairs are made within three flight days.</li> </ul> <p>NOTE 1: Operator's MEL must state maximum number of aircraft crew permitted, and their seated locations.</p> <p>NOTE 2: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.</p> <p>NOTE 3: Exit locator signs and emergency aisle path markings, which are shared between two exits, must not be obscured.</p>

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-3

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>52 – DOORS</b>						
31-01    Balance Springs						
1) Cargo Compartment Door (600-2B19)	C	2	1	1	May be inoperative provided door is verified operative (opens and closes) without any interference.	
					NOTE: Door may close faster.	
2) Aft Cargo Compartment Door (600-2C10, 600-2D15, 600-2D24)	C	2	1	1	May be inoperative provided door is verified operative (opens and closes) without any interference.	
					NOTE: Door may close faster.	
35-01    Forward Cargo Compartment Protector Kits (600-2C10, 600-2D15, 600-2D24)						
1) A/c without ModSum LE670T11781 (Door Protector Kit)	D	-	0	0	(M) May be inoperative provided:	
					a) Affected protector kit is removed,	
					b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and	
					c) Associated cargo compartment or sub-compartment remains empty.	
	D	-	0	0	(M) May be inoperative provided:	
					a) Affected protector kit is removed,	
					b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and	
					c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading.	

(cont'd)

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-4

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>	
52 – <u>DOORS</u>					
35-01 Forward Cargo Compartment Protector Kits (cont'd)					
2) A/c with ModSum LE670T11781 (Vent Flap Protector Kit)	D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment or sub-compartment remains empty.	
	D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading.	



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-5

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
52 – <u>DOORS</u>					
70-01 Passenger Door Indication System					
1) 600-2B19 without ModSum TC 601R13193 (Phase IV Door)	A	1	0		(O) One passenger door EICAS caution message may be continuously displayed provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on six door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Door lock flag indicator indicates LOCKED, e) Inner knob is verified STOWED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.
2) 600-2B19 with ModSum TC 601R13193 (Phase IV Door)	A	1	0		(O) One passenger door EICAS caution message may be continuously displayed provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-6

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>
				<b>4. Remarks or Exceptions Remarques ou exceptions</b>
52 – <u>DOORS</u>				
70-01 Passenger Door Indication System (cont'd) 3) 600-2C10, 600-2D15, 600-2D24	A	1	0	(O) One passenger door EICAS caution message may be continuously displayed provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, i) Ground Valve (Avionics Cooling) is considered inoperative, and j) Repairs are made within three flight days.
70-02 Avionic Compartment Door Indication System	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.
70-03 Overwing Emergency Exit Indication Systems	C	-	0	(O) May be inoperative provided before each flight: a) Affected door is CLOSED, LATCHED and LOCKED, and b) External push plate is verified FLUSH.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-7

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
52 – <u>DOORS</u>					
70-04					Cargo Compartment Door Indication System
1) FWD (600-2C10, 600-2D15, 600-2D24)	C	1	0		May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, and c) External pressure vent flap is verified CLOSED.
2) CTR (600-2D15, 600-2D24)	C	1	0		May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, and c) External pressure vent flap is verified CLOSED.
3) AFT	C	1	0		May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	52-8

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3. Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4. Remarks or Exceptions Remarques ou exceptions</b>
<b>52 – DOORS</b>					
70-05    Service Door Indication System					
1) 600-2B19	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks are verified aligned at viewing window, c) Internal handle is verified at LOCKED position, and d) External handle is verified STOWED.
2) 600-2C10	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.
3) 600-2D15, 600-2D24					
a) FWD	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.
b) AFT ***	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	73-1

<b>1. System &amp; Sequence N° Item N° de système/série article</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>73 – ENGINE FUEL &amp; CONTROL</b>						
21-01    Full Authority Digital Engine Control System (FADEC) (600-2C10, 600-2D15, 600-2D24)	A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 1" status message provided: a) "R FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.		
	A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 1" status message provided: a) "L FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.		
	A	1	1	(M) System redundancy may be degraded as indicated by "L FADEC FAULT 1" and "R FADEC FAULT 1" status messages provided: a) Specific FADEC faults listed in the maintenance procedures are verified not present on both engines simultaneously, and b) Repairs are made within 10 days.		
	A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 2" status message provided repairs are made within 30 days.		
	A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 2" status message provided repairs are made within 30 days.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	73-2

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>73 – ENGINE FUEL &amp; CONTROL</b>							
31-01    EICAS Fuel Flow "FF" Readouts (600-2B19)	B	2	1	1	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.		
31-02    EICAS Fuel Used Readout (600-2B19)	C	1	0	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.		
31-03    Fuel Low Pressure Indicating Systems (600-2B19)	A	2	1	1	(O) May be inoperative provided: a) Both Fuel Boost Pumps are operative, and b) Repairs are made within two days.		
NOTE: Fuel system check valve test (First flight of day – Before Engine Shutdown) is waived for the inoperative fuel low pressure indication.							
31-04    Fuel Temperature Indicating Systems	C	2	1	1	One may be inoperative provided icing inhibitor is added to the fuel.		

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	74-1

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés	
					3. Number Required For Dispatch Nombre d'articles à expédier	
					4. Remarks or Exceptions Remarques ou exceptions	
74 – <u>IGNITION</u>						
11-01					Ignition Systems	
	1)				600-2B19	
	a)	A Systems	B	2	1	One may be inoperative provided both B Systems are operative.
	b)	B Systems	B	2	0	Both may be inoperative provided both A Systems are operative.
	NOTE: Although the Continuous Ignition System remains operative, the "CONT IGNITION" status message and "CONT IGNITION ON" light on overhead panel are inhibited.					
	2)				600-2C10, 600-2D15, 600-2D24	
	a)	A Systems	B	2	1	One may be inoperative provided both B Systems are operative.
	b)	B Systems	B	2	0	Both may be inoperative provided both A Systems are operative.
30-01		IGNITION A/B "ARM/ON" Switch Lights (light function only) (600-2B19)	C	2	0	
30-02		IGNITION CONT "ON" Switch Light (light function only)	C	1	0	

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	74-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
74 – <u>IGNITION</u>		THIS PAGE INTENTIONALLY LEFT BLANK



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	76-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>76 – ENGINE CONTROL</b>							
10-02    SYNC SEL Switch (600-2C10, 600-2D15, 600-2D24)	C	1	0	0			
11-01    L & R Engine Speed Control Systems (600-2B19)	C	2	0	0	(O) Both may be inoperative provided:		<ul style="list-style-type: none"> <li>a) ENG SPEED CONTROL switches are selected OFF for both engines,</li> <li>b) APR is selected OFF, and</li> <li>c) Operations are conducted in accordance with AFM APR inoperative performance data.</li> </ul>
<b>NOTE:</b> Thrust levers will not always be aligned when fan speeds are matched.							
11-03    Throttle Lever (FADEC) RVDTs (600-2C10, 600-2D15, 600-2D24)	C	4	2	2	One per throttle lever may be inoperative.		
13-01    Automatic Performance Reserve System (APR) (600-2B19)	C	1	0	0	(O) May be inoperative provided:		<ul style="list-style-type: none"> <li>a) APR is selected OFF, and</li> <li>b) Operations are conducted in accordance with AFM APR inoperative performance data.</li> </ul>

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	76-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
76 – <u>ENGINE CONTROL</u>		THIS PAGE INTENTIONALLY LEFT BLANK



DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	77-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
77 – <u>ENGINE INDICATING</u>		THIS PAGE INTENTIONALLY LEFT BLANK

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	78-1

1. System & Sequence N° Item N° de système/série article					2. Number Installed Nombre d'articles installés
					3. Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
78 - <u>EXHAUST</u>					
30-01 Thrust Reverser Systems					
1) 600-2B19	C	2	1		(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) There is no structural damage to thrust reverser system,</li> <li>b) Inoperative thrust reverser is deactivated, stowed and locked in forward thrust position, and</li> <li>c) Operations are conducted in accordance with AFM performance data.</li> </ul>
2) 600-2C10, 600-2D15, 600-2D24	C	2	1		(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) There is no structural damage to thrust reverser system,</li> <li>b) Inoperative thrust reverser is deactivated, stowed and locked in forward thrust position, and</li> <li>c) Operations are conducted in accordance with AFM performance data.</li> </ul>

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	78-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés				
78 - <u>EXHAUST</u>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%; text-align: center;">3.</th> <th style="text-align: center;">Number Required For Dispatch Nombre d'articles à expédier</th> </tr> </thead> <tbody> <tr> <td style="width: 10%; text-align: center; vertical-align: top;">4.</td> <td style="vertical-align: top;"> <b>Remarks or Exceptions Remarques ou exceptions</b> </td> </tr> </tbody> </table> <p style="text-align: center; margin-top: 20px;">THIS PAGE INTENTIONALLY LEFT BLANK</p>	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	<b>Remarks or Exceptions Remarques ou exceptions</b>
3.	Number Required For Dispatch Nombre d'articles à expédier					
4.	<b>Remarks or Exceptions Remarques ou exceptions</b>					

**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	79-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>79 - OIL</b>							
12-01    Oil Replenishment System ***	D	1	0	0	(M) May be inoperative provided alternate method for checking engine oil levels and servicing engine oil is established and used.		
21-01    Engine Oil Filter Impending Bypass and Chip Detector Panel (Engine Oil Detection Panel) (600-2B19)	C	1	0	0	(M) May be inoperative provided the maintenance procedure is accomplished whenever a Maintenance Task is required to be performed on the Engine Oil Detection Panel as per Operator's approved Maintenance Schedule.		
30-01    Low Oil Pressure Switch (600-2C10, 600-2D15, 600-2D24)	A	2	1	1	(O) May be inoperative OPEN provided: a) Both oil pressure readouts are verified operative, and b) Repairs are made within one flight day.		
	A	2	1	1	(M)(O) May be inoperative CLOSED provided: a) Both oil pressure readouts are verified operative, b) Inoperative Low Oil Pressure Switch is deactivated, and c) Repairs are made within one flight day.		
					NOTE: Aural warning "Engine Oil" will not be functional.		
30-03    Engine Oil Level Indications (600-2B19***, 600-2C10, 600-2D15, 600-2D24)	C	2	0	0	(M) Both may be inoperative provided: a) Engine oil reservoir is refilled within the permissible time interval, and b) There is no evidence of excessive oil consumption.		

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
 MASTER MINIMUM EQUIPMENT LIST   LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	79-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
79 - <u>OIL</u>		THIS PAGE INTENTIONALLY LEFT BLANK



**DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS**  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 17	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> August 09/06	80-1

<b>System &amp; Sequence N° Item N° de système/série article</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed Nombre d'articles installés</b>	<b>3.</b>	<b>Number Required For Dispatch Nombre d'articles à expédier</b>	<b>4.</b>	<b>Remarks or Exceptions Remarques ou exceptions</b>
<b>80 - STARTING</b>							
10-01    Engine L/R "STOP" Switch Lights (light function only)	C	2	0	0	Both may be inoperative provided N <sub>2</sub> is monitored.		
10-02    Engine "START" Switch Lights (light function only)	C	2	0	0			
10-03    Air Turbine Starter Speed Cutout Switches (600-2B19)	C	2	1	1	(O) May be inoperative CLOSED provided: a) Associated Engine STOP Switch Light is operative, b) Engine start is manually terminated, and c) Starter disengagement is confirmed.		
NOTE: The Air Turbine Starter will be damaged if it is left engaged at or above engine idle speed.							
11-03    Starter Air Valves (600-2C10, 600-2D15, 600-2D24)	C	2	1	1	(M)(O) One may be inoperative CLOSED provided alternate starting procedures are established and used.		

DEPARTMENT OF TRANSPORT                      MINISTÈRE DES TRANSPORTS  
**MASTER MINIMUM EQUIPMENT LIST    LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

<b>Aircraft – Aéronef</b>	<b>Revision N° - N° de révision:</b> 16	<b>Page</b>
Canadair CL-600-2B19/-2C10/-2D15/-2D24	<b>Date:</b> June 30/05	80-2

1. System & Sequence N° Item N° de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
80 - <u>STARTING</u>		THIS PAGE INTENTIONALLY LEFT BLANK